

AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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Mr. FREDERIC ALGAR, No. 11 Clements Lane
Lombard Street, LONDON, is the authorized European Agent
for the Journal.

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American Railroad Journal.

New York, Saturday, August 11, 1866.

Ely's Railroad Box and Lining Metal.

The attention of Railroad Companies, Steamboat Proprietors, Machinists, Engineers, and all parties using Anti-Friction Metal, is invited to the Advertisement of Messrs. A. L. HOVEY & Co., in another column.

The composition known as "ELY'S RAILROAD BOX AND LINING METAL," has achieved a success which warrants the manufacturers in commending it to the attention of all who have occasion to use Anti-friction Metal in any form.

Its superior advantages are claimed to be—

- 1st.—Durability and unequalled power to resist friction.
- 2.—Cheapness, both as regards first cost and the amount of service rendered.
- 3.—Capability of resisting heat and non-liability to fuse, except at a high degree of temperature.
- 4th.—It does not wear the journals like soft metals.
- 5th.—Smoothness and fineness of fibre, rendering it capable of a very high polish.
- 6th.—Not liable to corrode; making it very desirable for lock or ornamental work on ships, steamboats, &c.

The undersigned having greatly increased their facilities for its manufacture, respectfully solicit a continuance of the favors of former patrons, and invite all to give it a trial, feeling confident that one trial will satisfy the most skeptical.

That all may be suited, we have put the metal at the following low rates, viz., No. 1, 20 cents.; No. 2, 25 cents.; No. 3, 30 cents.; Railroad, and other solid Boxes cast in shape, 35 cents per pound.

No. 13 Spruce Street, June 11th, 1866.

Messrs. A. L. HOVEY & Co.

In reply to your enquiries as to how I liked your Box and Lining Metals, I would say that I have put it to a severe test, having made a pair of gibs for the slides of my engine, and a bearing for the main shaft, where this is now working to my entire satisfaction.

H. W. GREENE.

Williamsburgh, L. I. June 11th, 1866.

This is to certify that we have used A. L. Hovey & Co's Anti-friction Metal in our Planing and Saw Mill for the past four months, and would recommend it to any party using the same, as it has given us entire satisfaction.

CROSS & AUSTIN.

Proprietors of the Wallabout Planing and Saw Mill, Kent Ave. foot of Morton Street, Brooklyn, E. D.

Williamsburgh, June, 11th, 1866.

A. L. HOVEY & Co.

Gents.—This is to certify, that I have put your Anti-friction Metal for Journal Boxes, to a severe test at the speed of 3,500 per minute, and by this I certify and recommend it as the best I have ever used for Journals. Its merits are commendatory independent of its cheapness and durability over all other metals I have ever used.

LEONARD TILTON, Master Mechanic,
Machine Works, Williamsburgh, N. Y.

No. 15 Spruce St., N. Y., June 8th, 1866.

I have used A. L. Hovey & Co's Anti-friction Metal and find it as represented. It is the best I have ever used. I have used it in filling Journals and Boxes where friction takes place, and find it superior to all other metals used by me; would recommend it to all machinists.

CHARLES E. GARRET.

Brooklyn E. D. N. Y. June 19th 1866.

Gentlemen.—We take pleasure in contributing our testimonial of approbation to your Anti-friction Metal for journals of machinery, lately purchased by us, having had several kinds before, which have never accomplished what they have been recommended to do. We use your Metal in driving Circular Saws, Moulding and Planing Machine, Scroll Saw, Boring Machine, Tenon Ma-

chine, at speeds varying from 1,800 to 3,600 revolutions per minute. We recommend it cheerfully to all persons using Anti-friction Metal, as its merits are recommendable independent of its first cost, being cheaper than other metals in general use.

CLOSE & MILLER, Builders.

269 and 271 South 3d St.

New Jersey, July 21, 1866.

Gentlemen.—We have used A. L. Hovey & Co's Anti-friction Metal where it has been subjected to the most severe test, in that it has not had the lubricating attentions it deserves. It comes in contact constantly with soda water which is fatal to any lubricating substances. We have used it by the side of Harden Steel, Cast and Wrought Iron, and also Bronze, and find neither to stand the hard use which it is put to so well as the above Metal. I think it the best metal for like purposes that I have ever used, having had an experience of twenty-five years in the use of metal boring.

Continental Screw Company.

By H. P. HUNT, Supt.

Elizabeth, N. J. July 7, 1866.

Gentlemen.—I have used A. L. Hovey & Co's Anti-friction Metal, for boxes for running Emery wheels and belts, at a speed varying from one to two thousand revolutions per minute. I find it to be the most economical Box metal I have ever used, being cheaper and more durable than any other, and cheerfully recommend it to all machinists.

JOSHUA G. REYNOLDS.

Foreman for Stackpole Bit Brace Co.

Elizabethport, June 26, 1866.

Messrs. A. L. HOVEY & Co.

This is to certify that I have used A. L. Hovey & Co's Anti-friction Metal for Journal Boxes and find it as represented. It is the best we have used. We also found a great saving in oil which is recommendable in itself, combined with its cheapness and durability, we would recommend it to all parties using the same.

Elizabethport Steam Cordage Co., at Elizabethport, N. J.

JAMES C. FAIRBANK, Agent.

The composition is made under the personal supervision of Mr. T. R. ELY, the inventor, and the only genuine has our trade mark stamped upon it.

A. L. HOVEY & CO.

Cor. 2d and South 11th Streets,

Williamsburgh, L. I.

The Monroe (La.) Telegraph says that one of the locomotives on the railroad will, in a week or ten days, be in running order. The road is in readiness for it as far as the Lafourche, which is not yet bridged, although the timbers are nearly ready. By October the cars will run to Delhi,

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the year ending April 30th, 1866, were:

From freight	\$4,204,740 82
" passengers	1,757,387 99
" mails, etc.	213,424 54
	\$6,175,553 35

The operating expenses were:

Repairs of track	\$863,573 46
" bridges	77,347 01
" buildings ..	84,232 02
" fences	8,580 79
" locomotives.	347,358 52
" cars	347,485 45
Loss and damage	21,535 35
Fuel consumed	251,965 90
Oil and waste	81,924 74
Train service	148,101 65
Engine "	212,471 05
Station "	295,626 72
Water "	35,911 00
General expenses	191,644 89
Miscellaneous	52,406 18
	3,020,164 78

Earnings less expenses	\$3,155,388 57
Interest and exchange	30,152 17
Balance received from Quincy and Chicago Railroad	81,176 06
Add balance to credit of income account April 30, 1865	988,401 03
	\$4,255,117 83

From which deduct—

Interest on bonds	\$421,566 34
Premium on fractional stock	64 88
Taxes—State	169,619 96
" National	323,040 16
Expenditures for improvements	6,668 68
Rents of tracks and depots	17,457 92
Transfer office exp.	1,583 33
Dividend May 15, 1865, 5 per cent.	418,825 00
Distribution of stock, Oct. 31, 1865; 20 per cent.	1,675,300 00
Dividend Nov. 15, 6 per cent.	503,300 00
Transfer of Sinking Fund.	129,000 00
	3,666,426 28

Leaving balance of Income Account May 1, 1866, as shown in General Account	\$588,691 55
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The following is a comparative statement of the earnings of the line, 400 miles in length, for the fiscal years ending April 30, 1865 and 1866:

	1865.	1866.
Freight	\$3,919,859 83	\$4,204,740 82
Passengers	1,508,234 25	1,757,387 99
Mails, etc.	153,758 14	213,424 54
Totals	\$5,581,852 22	\$6,175,553 35

The earnings of the road, as stated above, have been \$6,175,553 35; and the expenses including State and National taxes, \$3,376,118 34—leaving of earnings above ordinary expenses and taxes \$2,799,435 01. The report says:

We have paid during the year for additional equipment, consisting of locomotives, passenger and freight cars, \$426,244 86, and for lands purchased at Chicago, Burlington, Peoria, and elsewhere along the line, new station houses, buildings, and other improvements, \$275,373 50, and the usual dividends, interest, and all the accruing obligations of the company, amounting in the aggregate to \$1,506,172 72, and have also paid into the sinking fund \$129,000, according to the terms of the trust deed, securing the construction debt

of the company. The track of the road, and the rolling stock has been well kept up and improved, and it is believed that the capacity of the road and equipment to meet the demands of business, and fully equal the requirements likely to be made upon them, was never greater than at the present time.

The increase of gross revenues over those of the year before was from	
passengers	\$249,153 74
From freight	284,880 99
Miscellaneous	59,666 40
Total	\$593,701 13

When it is considered that the gross earnings during the last year of the war were greater by \$1,541,929 41 than had ever been realized, the earnings of the first year of peace will be deemed very satisfactory. The prices during the last year of the war reached their maximum for all the productions of the country. The Government was the greatest purchaser of them all, and many things combined to make that a year of immense activity, and yet the progress of the western world is so rapid that in the very first year of a comparatively healthy and normal state of affairs both the numbers of passengers and of tons of freight moved over the road have been larger than in any previous year, even during the war. The increase, however, has not been uniform in every species of business. The extreme high price of pork two years ago, combined with a short crop of corn, induced farmers to sell every hog that could be spared from the farm, and the large business of that year in this article was in a great degree at the expense of the succeeding year, and during the last year the number transported was less, by 220,950, than the year before. The low prices of last year, and the abundant crops, will probably produce the reverse result this year, and the trade in this item of our business may equal and surpass that of two years ago. Of sheep there were 36,000 less in number carried over the road last year than the year before. For several years the movement of sheep to Iowa has been very large. The State has become well supplied, and the movement in that direction falls off, and the eastward movement is commencing. In cattle, where the price and the crop of any one year has less effect upon the numbers than is the case with hogs, the increase from year to year is generally steady, running up in three years from 83,117 head, moved over the road in 1863, to 119,093, transported the last year. The expense of operating the road, if we leave out the large item of State and National taxation, has been 48.90 of the gross earnings, and including those items, 54.67. This must be deemed satisfactory, when it is considered that during the year the prices both of labor and material were maintained at their highest points. During the year there have been fifty-three miles of track re-laid with new and re-rolled iron, being about one-eighth of the whole track. There have been added about five miles of side track, also, during the year. For several years the road from Galesburg to Quincy was in the hands of trustees, and in litigation, and was not kept in as good a condition as it ought to have been. This will be remedied as rapidly as may be. About half of all the track re-laid during the year was upon that part of the road. Enlarged accommodations for passengers have become necessary at many points upon the line. Passenger houses once equal to the wants of the community, have become entirely inadequate to the present necessities. In some places freight houses also require to be enlarged or rebuilt. In some other respects improvements may be judiciously made. These wants will all be met as rapidly as may be expedient.

The siding of the road has not been lengthened fast enough to accommodate the increasing numbers of the trains, and during the current year it will be necessary to add at least five, and possibly ten miles, to them, at the points where the trains most frequently pass each other.

Further extensions, when required, will easily

connect several stations, and make a continuous double track where it will be most required.

There have been added to the equipment during the year 6 locomotives, 8 passenger coaches, 2 elegant sleeping cars, and 131 box freight cars. There are now upon the road 111 locomotives, 54 passenger, and 25 baggage, mail, and express cars, 1,639 house freight, and cattle cars, 442 platform and coal cars, 36 drovers' cars, and other cars employed in the work of repairs.

Though the working equipment of the road is very effective, and, as is seen, tolerably large, it is still inadequate to the full demand made upon it, and must be still further enlarged.

The capital stock of the company now amounts to \$10,193,010, and that of its funded and other outstanding liabilities, for construction, and for the purchase of the road from Galesburg to Quincy, including \$270,000 money due on that purchase not called for, amounts altogether to \$6,024,406.25. The whole aggregate amount of the capital stock and debt of the company is therefore \$16,217,416.25. This amount will be diminished by \$231,664.86 in the trustees' hands not yet invested in the liabilities of the company, and placed in the sinking fund. The property charged with this aggregate liability is four hundred miles of road, and depot grounds, and other property, earning in the past year, gross, \$6,175,553.35, and above the ordinary expenses and taxes, \$2,799,435.01.

By the statement of the Treasurer, it appears that there is a balance to the credit of Income account (after payment of dividend May 15, 1866, \$509,650) of \$79,041.55. To which should be added the amount paid into the sinking fund, and to the Trustees of that fund, \$778,125.99, making a total of \$857,167.54, which represents that portion of the income above the ordinary expenses of operating and maintaining the road which has not been distributed in any form among the Stockholders.

At the annual meeting in 1864, when the subject was properly before the Stockholders by a legal notice, they adopted a resolution authorizing the board to enter into a contract with the Burlington and Missouri Railroad Company, the effect of which should be to aid in extending that road about sixty miles further into the interior of Iowa. During the continuance of the war it was not deemed wise to act under that resolution, but with the return of peace it was deemed, not only judicious, but of very great importance to the interests of this company, to avail themselves of the authority thus vested in the board. Accordingly, in June last, a contract was made between the two companies, by which this company agreed to set apart fifty per cent. of the gross earnings upon its road on business to and from that road each year, to purchase the securities of that company convertible into a preferred stock, provided that the amount so set apart should not exceed \$600,000 in any six months, for the period of five years. The effect of the contract is, that within five years this company will become the owner of \$600,000 of the preferred stock of that company, and by so doing will have secured the extension of its road fifty-six miles further west, to a distance of 132 miles west of Burlington. That road extends into a country perhaps equal in richness and fertility to that through which your road runs. The business to and from it passes over our road alone, and therefore is of great importance to it. It is generally through business on our road from Burlington to Chicago, and is therefore a very valuable business.

The work of construction has been pushed with such energy that it will be completed in all this year, and to half the distance in about two months. It must command the business of a very large extent of country both south, north, and west of its line, it being beyond the reach of any competition when the extension is completed. The Board had no doubt of the expediency or wisdom of the contract, and deemed it to be an easy and cheap mode of aiding an enterprise whose business will, in all probability, produce a much greater revenue to this company than itself can earn. As the

3, - affirmed by the Circuit Court of the United States,
the for Iowa.

Journal of Railroad Law.

NEGLIGENCE OF TRAVELER IN CROSSING RAILROAD TRACK.

The case of *Emery Butterfield vs. Western Railroad Corporation* decides that a traveler upon a highway which is crossed by a railroad on a level, who knows that he is near the crossing and yet does not look up to see if a train is coming, simply because there is a storm and the traveling is bad, is guilty of such negligence that he cannot recover damages for an injury sustained by him from a collision with a passing train, although the bell was not rung nor the whistle sounded.

The action was brought to recover damages for a personal injury received by the plaintiff by being run over by the defendants' locomotive engine. At the trial in the superior court, before Russell, J., a verdict was returned for the plaintiff with \$1,500 damages upon facts which are sufficiently stated in the opinion; the Judge having declined on motion of the defendants, to rule as matter of law that the plaintiff had shown such carelessness as to deprive him of his right to recover. The defendants alleged exceptions. The opinion on the appeal was written by—

CHAPMAN, J.—This case does not come before us upon a motion to set aside the verdict because it was against the evidence or the weight of the evidence, but upon exception to the refusal of the presiding Judge to instruct the Jury that there was no legal and sufficient evidence to authorize them to find a verdict for the plaintiff.

It is admitted by the plaintiff's counsel that the burden was on him to prove that he used due care to avoid the collision by which he was injured.

By due care is meant reasonable care adapted to the circumstances of the case. The crossing of a place known to be so dangerous as a railroad track frequently is by reason of the passing train reasonably requires a high degree of watchfulness and attention. Before attempting to cross, a man should make a reasonable use of his sense of sight as well as of hearing, in order to ascertain whether he will expose himself to a collision. If he fails to use his senses without reasonable excuse, he fails to use reasonable care, *Shaw vs. Boston and Worcester Railroad*, 8 Gray, 73. *Warren vs. Fitchburg Railroad*, 8 Allen 227. *Stevens vs. Oswego Railroad*, 18 N. Y., 422.

In *Toomey vs. London & C. Railroad*, 3 C. B. N. S. 146, it is said there that a mere scintilla of evidence is not sufficient to authorize a Judge to submit the question of the defendants' negligence to a Jury; but there must be evidence upon which a Jury may reasonably and properly infer that there was negligence on his part. This rule of evidence is substantially the same with that laid down in *Denny vs. Williamson*, 5 Allen, 1, and applies with as much force to the plaintiff's proof of due care on his part as to the proof of negligence on the part of the defendant. See also *Philadelphia Railroad vs. Hummell*, 44 Penn. State R. 375; *Wilds vs. Hudson River Railroad*, 24 N. Y. 430.

All the evidence as to what the plaintiff did comes from his own testimony. He states, in substance, that on the 30th of January 1862, he started from the depot in Westfield to go on foot to his own house in a westerly direction. He was well acquainted with the highway and railroad. He attempted to cross the railroad without look-

ing or intending to look to see whether a train was coming, and as he stepped upon the track he was struck by a train that was passing at that moment.

He admits that if he had looked he would have seen the train. It came from the west, and for a half a mile west of the highway the track was in plain sight. As he approached the crossing the highway was for a considerable distance near to the track, and nearly upon the same level with it, so that the approaching train would be directly before him. As the way turns to cross the track it rises a little. It was dark, but the engine had a head light, which he could not have failed to see if he had looked.

He also knew that a train was due from the west about that time, and that it had not passed, and he supposed it must be near.

He states his reasons for neglecting to look. It was a stormy night, raining, blowing hard from the northwest, and snowing some. He had his hand up, holding his hat on his head, and this prevented him from seeing the train. The traveling on the highway was very bad; considerable snow had fallen sometime before, and its surface was frozen; the road had been ploughed out to the crossing, and the crust had slipped back into the path. The ice did not fall over, but slid right back. He could not tell which furrow he walked in; sometimes one, and sometimes the other. He was listening for the cars; his attention was called to the subject, and he expected to hear the bell or the whistle blown.

From this statement it is to be inferred that he had occasion to use his eyes pretty constantly for the guidance of his own footsteps as he walked, and that he was under the necessity of obstructing his sight for the purpose of his preserving his hat from being blown away. Yet as he had the control of his own movements, and could stop or check his speed at pleasure it was in his power to look up frequently, and he might easily have seen the train. The noise of the wind and storm and the breaking of the snow crust as he walked must have made it more difficult than usual to hear the noise of the train, and furnished no excuse for trusting exclusively to his sense of hearing.

We must assume it to be true that neither the bell nor the whistle was sounded, and that the defendants violated their duty in this respect. A traveller has a right to expect that he will hear the noise. But this expectation does not excuse him from exercising reasonable care to ascertain by sight as well as by hearing whether there is a train coming immediately upon him as he attempts to cross the track. The negligence of the company does not authorize him to maintain an action, if he also is negligent. He states that he did not know when he came upon the track, although the snow was entirely removed from it. But he had known for a considerable time that he was coming near it; he knew of the rising ground, and the train had been in plain sight for a considerable time.

The plaintiff's neglect to use his eyes was palpable negligence, and he states no reasonable excuse for it. The Jury ought therefore to have been instructed that he had offered no evidence of due care on his part and was not entitled to a verdict.

Exceptions sustained.

Cincinnati, Hamilton and Dayton R. R.

The Stockholders of the Cincinnati, Hamilton and Dayton Railroad Company, held a special called meeting, on the 16th ult., at Cincinnati, to consider the question of increasing the capital stock of the company, rendered necessary by the increased amount of machinery required to equip their extended line of road. S. S. L'Hommiedieu, Esq., President, read the following statement as to the condition of the company, and the necessity of adopting the measure, which was afterwards carried:

The Board of Directors, in accordance with the views presented to you at the annual meeting, and which by your vote were approved, have called you together to vote yea or nay on a proposition to increase the capital stock of this company five hundred thousand dollars, making the whole capital three and a half millions.

Since the notice was published calling this meeting, much diversity of opinion has arisen among the stockholders on the question of an increase of stock at this time in the manner proposed. All, however, seem to agree in the importance of paying off the floating debt of the company, which now amounts to over \$400,000. This debt has been incurred the past year, as follows:

For additional machinery	\$232,897
Permanent improvements on Dayton and Michigan Railroad	135,843
Eaton and Hamilton Railroad	61,727
Making	\$430,467

During the latter portion of last year, the company were enabled to transport from Toledo to Cincinnati, with the machinery at their command, about forty car loads per day of through freight. At the same time about double the number of car loads per day could readily have been obtained had the company been able to furnish the cars.

Under such circumstances the Board of Directors deemed it best to order the additional machinery, which will be fully employed this year, although the means to pay for the same, over and above interest on bonds and dividends, were not in the treasury.

The advance made to the D. & M. Company seemed equally essential. It became necessary, in order to accommodate the business at Toledo received from the boats, to furnish dockage, platforms, and more shelter for merchandise. A very extensive addition to the warehouse was made, and additional dockage provided on the grounds of the company, which had previously been purchased for that purpose at a price not equal to one-fourth what the land would now sell for.

The New York Central R. R. Co. have recently transferred the line of passenger and freight propellers from Cleveland to Toledo, and now run them daily between Buffalo and Toledo. This will give to the D. & M. and C., H. & D. roads a large increased amount of freight, and it is expected will fully tax the capacity of the new depot facilities provided.

The trestle work on the D. & M. Road, which we had hoped by repairs would have lasted several years longer, began to show signs of decay; and it was deemed necessary to permanently improve these weak and dangerous points, by substantial masonry and earthwork. This has required a large advance beyond the present net income of that road.

Had it not have been made, the probabilities are, accidents would have occurred to persons and property involving more thousands than the company have advanced.

The next and last item of expenditure was that for the purchase of the Eaton and Hamilton road.

The reasons for this were so fully given at the recent meeting of the stockholders, that it hardly seems necessary to repeat them. The company have warded off a dangerous competition, and made a good bargain for its stockholders. There would be no difficulty in now parting with the in-

terest, and with it the control of the road, at an advance on what has been paid for the same.

The stockholders should bear in mind that the company have, within the past three years, added to the value of the road in laying an additional track, both on the main and side lines, from Cincinnati to Dayton, a sum equal to one million five hundred thousand dollars; and that although the road is only sixty (60) miles long, it has on it iron sufficient to lay about one hundred and eighty miles of single track. They should also bear in mind that to accomplish this, involving an outlay of so large a sum, there has only been an increase in their capital stock and bonds to the amount of \$644,000.

They should also bear in mind, that in the meantime regular dividends have been earned and made, together with a stock dividend of 20 per cent.

This was only accomplished by using the bonus received from the Dayton and Michigan Road, and by the use of earnings made over the amount paid on expenses, interest and dividends.

It may also not be amiss to remark, that the company have now a property, in good condition, worth more than a million of dollars in excess of what it stands charged on the books.

They also have a road of established reputation—one of great strength of position—one with the strongest of connections to the East, to the North, and to the Northwest—one, as yet, comparatively in its infancy—one whose future business from the Dayton and Michigan, from the Atlantic and Great Western, and from other sources, it would be difficult, at the present time, to measure; and one also, that must necessarily continue to expend money to keep pace with the growth of its business.

The policy of the company in reference to such expenditures, however, for the next two or three years, will be to expend no more than will be necessary to keep up with the growth of business.

It will be their endeavor first to get out of debt, and next to lay up a surplus fund. But I come back to the question whether it is now judicious to dispose of \$500,000 of additional stock, to the present stockholders of this company, say for \$400,000, or at the rate of eighty cents on the dollar? If this be not done, then it follows that dividends must be suspended until the debt is paid.

In ordinary times, with the prices of transportation on a level with those of labor and supplies, and with our ordinary amount of business, I should not hesitate to say that, with the additional facilities supplied by the money which is now owing, the company could with ease pay ten per cent. on the three and a half millions of stock; but suppose only eight per cent. per annum should be declared free from Government tax, until the prices of transportation were advanced, or labor and material lowered, it should be satisfactory to the stockholders. This would not take so large a net earning by \$20,000 per annum, as it has to make ten per cent. on the three millions of stock.

The company have to exchange, or purchase, by the first of January next, 367 one thousand dollar first mortgage bonds. The holders of these bonds, both in New York and Cincinnati, have already commenced exchanging the first for the second mortgage bonds, at a difference of five per cent., or \$50 on a bond; and from advices recently received, we have reason to suppose that the greater portion of the holders abroad will make the exchange.

The value of our stock in the market will have much influence on the question; and it is, therefore, important that its credit be maintained, and that our stockholders disregard the saying of those among them who take occasion in the streets, in the newspapers, and elsewhere, to make false representations to injure the credit of the company, and to enable themselves and others to purchase, at a low price, or for some other unworthy motive. Already have parties avowed their determination to me to purchase largely of the stock, as a permanent investment, when it is thus run down, knowing full well that every share is worth more than its par value, intrinsically. It is my

duty to warn our stockholders against sacrificing their stock. If at any time they have doubts as to the value of their property, as an investment, let them take trouble to come and examine the books, which are always cheerfully exhibited to a stockholder, who calls for that purpose.

The passing of dividends until the floating debt is paid will probably take a year and a half. This would undoubtedly have the effect to greatly lower the price of stock in the market. It would really make it no less valuable, and the rich stockholder could afford to hold his stock and purchase that of others, while men of moderate means, and widows and wards, would probably have to sell. And here I may mention that upwards of one hundred women are holders of stock, while a considerable amount is held by guardians for the education and support of their wards. Another considerable sum is held by estates. Pass the dividends, and you put down the market value of the stock, and enable the men of much money to make a good speculation as well as a good investment.

The subject of a consolidation of the C. H. & D. and D. & M. Companies, has been under consideration for a year past. The D. & M. Company proposes to put in their stock at 40 per cent., and have obtained nearly a unanimous vote of their stockholders to that effect. This would require an issue of a million of stock, making in all four millions of joint stock. The C. H. & D. Company are the holders of half of the present stock of the D. & M. Company, received as a bonus on the lease, and would be entitled to the benefit of half a million of the new stock. It has been suggested by stockholders, who favor the issue of the present C. H. & D. stock, to supply immediate necessities, that the half million of stock to be hereafter derived from the consolidation, be cancelled. Thus leaving the capital of the two roads, of two hundred miles, four millions of dollars.

This would answer the purpose, if our stockholders were ready to vote the consolidation. It is objected, however, by quite a large number of them, that it is premature to consolidate at this time.

While it is conceded by all that the D. & M. road, when fully developed, will earn her portion of a ten per cent. dividend annually, it is evident she cannot contribute anything for several years to come, needing all her net income to expend in permanent improvements on her road, and in furnishing equipments for the increase of business. The C. H. & D. Co., now owns a majority of the D. & M. stock and is virtually responsible for all her bonded debt, and will eventually consolidate. The two roads are now worked as one. Separate accounts are kept of the earnings of both companies on the books of the C. H. & D., as required by the lease; but the same officers manage the whole. No expense beyond the hire of one clerk and some stationery would be saved by consolidation.

It is urged in favor of immediate consolidation, that if postponed until that road earns a dividend, the stock must be taken at a higher figure than forty per cent. This may be the case, but the C. H. & D. stockholders should always be ready to agree that the net earnings applicable to the dividends, earned by the D. & M. Co., should fix the relative value of her stock, compared to those of the net earnings, C. H. & D. alike applicable to dividends.

The stockholders will pardon me for now speaking of matters somewhat personal to myself.

My connections with their road commenced in the early part of the year 1848. The rights of way were still to be obtained, and the capital secured to build the road. This was accomplished by me with the assistance of a Board of Directors. The iron was purchased on favorable terms, and the stock and first bond sold at par, without any employment of agents or expense of commissions. The road was opened for business to Dayton in September, 1851, and would have been at an earlier period but for the prevalence of cholera in the region through which it passed.

Nearly nineteen years of the best portion of my

life have been devoted industriously to its interests. With me it has been like a first born child. Salary or money has been no object, compared to the success of the road.

I have been content to build up a road that would be beneficial to the city in which I have lived for more than half a century, and been an active participant in its business for forty years.

The financial credit of the company has never been impeached, for it never failed to meet an obligation, large or small, when due and properly audited.

The stockholders have received fair dividends (an average of 7 4-5 per cent. from the first excess), and there has been no failure to pay interest on bonds or necessity of capitalization. No protests were ever served on it for want of ability or promptness in paying notes of its own making. Its real business has grown from \$321,793 to \$1,361,566 47, and bids fair to go on increasing, if facilities are provided.

The stockholders have been fortunate year after year from the commencement of the work in having Boards of Directors who worked harmoniously. No schism ever occurred among them, nor have they had any object other than to promote the best interests of the stockholders. No "axes" have been ground for them." But for their united support I would have long since disconnected myself with the work. To them belongs whatever of credit is due to the success of the enterprise. Many of them, and among the most useful, have gone to their final rest. The names of George Carlisle, John Woods, and John C. Wright will be long remembered and honored, in connection with the railroad up the Great Miami Valley.

Some of our stockholders occasionally express doubts as to the propriety of my remaining President of the Atlantic and Great Western Railway and at the same time of the Cincinnati, Hamilton and Dayton.

They fear that it is too much for one man to do justice to. The position as President of that road was not sought by me. On the contrary, it was declined when tendered, until the board unanimously recommended that I should take the place. It was believed that the interests of the roads would be best promoted by having one head to direct them.

I should resign the presidency of the A. & G. W. at an early period, if I thought either was neglected by me.

With the assistance of Vice-Presidents on both roads, who take charge of most of the detail, the labor is no greater than I performed on our road for many years, with less experience.

After the reading of the President's statement, discussion was had on the affairs of the road, its management, &c., when it was

Resolved, That the Directors be instructed not to sell any of the stock authorized to be issued at less than par.

Alabama and Florida Railroad.

We understand that the President of the Alabama and Florida railroad of Florida is now at the North for the purpose of raising about two hundred thousand dollars in cash, with which to put that road in working order from the Gulf to the State line. This connects Pensacola with Northern lines by way of Montgomery, and also connects with Mobile and New Orleans. It is a very important route, the harbor being one of the finest in the South, and the commercial advantages of the line easily understood.

The yield of the Portage Lake Mines in June was as follows: Franklin, 105 tons, 175 lbs.; Pewabic, 90 tons, 527 lbs.; Huron 60 tons, 1,016 lbs.; Isle Royale, 31 tons, 1,230 lbs.; Grand Portage, 24 tons, 875 lbs.; Albany and Boston, 15 tons, 475 lbs.; Sheldon-Columbian, 10 tons.

The yield of the National Copper Mine for June was 30 tons, 1,162 lbs.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca.	5	---	200,000	---	Knowlton.....L. S.	25	8	20,000	---	Broad Top.....Pa.	50	---	---	---	Acadia.....N. S.	3	---	100,000	---
Acton Vale.....Ca.	5	---	50,000	---	Lafayette.....Ca.	25	---	20,000	---	Copake.....N. Y.	50	50	50,000	---	Ada Elmore.....Idaho.	10	---	100,000	---
Adventure.....L. S.	25	3	20,000	---	Lake.....Ca.	25	12	20,000	---	Foster....."	5	---	---	---	Albion....."	3	---	100,000	---
Aetna....."	25	11	20,000	---	Lawrence.....L. S.	25	---	20,000	---	French Creek.....Pa.	5	---	100,000	---	Altona.....Col.	5	---	100,000	---
Albany and Boston....."	50	25	20,000	---	Lennoxville.....Ca.	5	---	100,000	---	Garrison's.....N. Y.	5	5	100,000	---	American.....Col.	100	---	50,000	---
Algoma....."	25	3	20,000	---	Logan.....L. S.	5	---	100,000	---	George's Creek.....Md.	100	100	10,000	---	American Flag.....Col.	10	---	60,000	---
Allouez....."	25	13	20,000	3	Lower California.....Mo.	50	---	40,000	---	Harewood....."	5	5	20,000	---	Ascut.....Can.	10	---	50,000	---
American....."	25	1	20,000	---	Lyster.....Ca.	25	12	20,000	---	Lake Superior.....L. S.	25	25	20,000	---	Atl. & Pac.....Nev.	50	---	100,000	---
Amygdaloid....."	25	17	20,000	---	Madison.....L. S.	25	6	20,000	---	Mount Pleasant.....Pa.	50	50	10,000	---	Baltic.....Col.	---	---	---	---
Anita.....Cal.	---	---	20,000	---	Malden....."	25	2	20,000	---	Teal Lake.....L. S.	25	---	20,000	---	Bates & Baxter....."	---	---	---	---
Arnapolis.....Md.	10	---	50,000	---	Mandan....."	25	47	20,000	---	Tyson.....Vt.	10	---	20,000	---	Benton....."	5	---	100,000	---
Armadillo.....L. S.	25	---	20,000	---	Manhattan....."	25	54	20,000	---	LEAD AND ZINC:					Black Hawk....."	100	---	50,000	---
Arizona.....Ariz. T.	100	---	100,000	---	Marquette....."	25	34	20,000	---	Amenia.....N. Y.	5	---	100,000	---	Bob Tail....."	10	---	100,000	---
Arnold.....L. S.	25	---	20,000	---	Maryland.....Md.	5	---	20,000	---	Bucks County.....Pa.	5	---	40,000	---	Briggs.....Col.	10	---	10,000	---
Ascut.....Ca.	20	---	20,000	---	Mass.....L. S.	25	48	20,000	---	Canada.....Ca.	5	---	50,000	---	Burroughs....."	10	---	100,000	---
Astor.....L. S.	25	14	20,000	---	Massachusetts....."	25	---	20,000	---	Champion.....N. Y.	---	---	---	---	Bullion.....Mtna.	5	---	200,000	---
Atlas....."	25	2	20,000	---	Medora....."	25	14	100,000	---	Clute....."	5	5	110,000	---	Bullion Consol.....Col.	1	---	300,000	---
Aztex....."	25	44	20,000	---	Mendota....."	25	14	100,000	---	Continental....."	24	24	20,000	---	Chebueto.....N. S.	5	---	100,000	---
Balt. and N. C.....N. C.	5	---	20,000	---	Merrimac....."	25	64	20,000	---	Eastport.....Me.	10	---	40,000	---	Central.....Col.	5	---	200,000	---
Bay State.....L. S.	25	134	20,000	164	Merryweather....."	25	8	20,000	---	Erie.....N. Y.	10	---	40,000	---	Central Gold....."	5	---	20,000	---
Beaver....."	25	2	20,000	---	Meteor....."	25	---	20,000	---	Gay's River....."	24	---	100,000	---	Chaudiere.....Can.	5	---	100,000	---
Bedford.....Ca.	5	---	125,000	---	Michigan....."	25	---	20,000	---	Hampton.....Mass.	5	---	100,000	---	Jobden.....Idaho.	10	---	100,000	---
Black River....."	24	---	20,000	---	Middlesex....."	25	---	20,000	---	Jefferson.....N. Y.	---	---	---	---	Columbia.....Nev.	100	---	300,000	---
Bohemian.....L. S.	25	174	20,000	---	Minnesota.....L. S.	25	14	20,000	---	Kings Hill....."	6	---	10,000	---	Consol Gregory.....Col.	100	---	50,000	---
Bolton.....Ca.	5	---	200,000	---	Missisquoi.....Ca.	2	---	150,000	9	Lake Superior.....Mich.	5	---	200,000	---	Copahnes....."	50	---	250,000	---
Boston.....L. S.	25	24	20,000	14	Morrison.....L. S.	25	---	20,000	---	Lancaster.....Pa.	5	---	50,000	---	Corvdon....."	25	---	100,000	---
Brocklyn.....L. S.	25	24	20,000	---	Nashua....."	25	---	20,000	---	Lehigh.....Pa.	---	---	---	---	Continental....."	100	---	20,000	---
Brome.....Ca.	5	---	100,000	---	Native....."	25	64	20,000	---	Macomb.....N. Y.	5	---	110,000	---	L'euver....."	20	---	50,000	---
Cabot.....L. S.	25	4	20,000	---	Naumkeag....."	25	1	20,000	---	Maine.....Me.	10	---	50,000	---	Downsville....."	1	---	300,000	---
Caledonia....."	25	5	20,000	---	Nebraska....."	25	---	20,000	---	Mineral Point.....N. Y.	5	---	100,000	---	Eagle....."	10	---	100,000	---
Cambridge....."	25	8	20,000	---	Nearby....."	25	2	20,000	14	Morgan....."	5	---	100,000	---	East Bannock.....Mtna.	2	---	100,000	---
Canada.....Vt.	4	1	100,000	90c	Nequaket....."	25	1	20,000	---	Mount Hope.....N. Y.	24	---	80,000	---	El Dorado.....Col.	5	---	500,000	---
Carp Lake....."	25	---	20,000	---	New England.....L. S.	25	2	20,000	---	New Hampshire.....N. H.	5	---	100,000	---	Empire....."	20	---	250,000	---
Cascade....."	25	5	20,000	---	New Jersey cons. N. J.	10	---	100,000	---	New Jersey.....N. J.	100	---	12,000	---	Excelsior....."	10	---	100,000	---
Central....."	25	5	20,000	---	Newton.....Ca.	1	---	200,000	---	N. Y. & Boston.....N. Y.	10	---	100,000	---	Garrison's....."	50	---	30,000	---
Champlain.....Ca.	14	---	200,000	---	New York.....L. S.	25	1	20,000	---	Oswegatchie.....Ca.	5	---	100,000	---	Gem....."	50	---	25,000	---
Chatham....."	2	---	200,000	---	N. Y. & Passaic.....N. J.	5	---	100,000	---	Phoenix.....N. Y.	5	---	50,000	---	Golconda....."	20	---	250,000	---
Cheticamp....."	5	---	30,000	---	North Cliff.....L. S.	25	4	20,000	---	Placenta Bay.....N. F.	5	---	200,000	---	Gold Mountain.....Col.	10	---	600,000	---
Chippewa.....L. S.	25	---	20,000	---	North State....."	25	34	20,000	---	Ramsay.....Ca.	25	---	20,000	---	Gold Mining....."	100	---	50,000	---
Clifton....."	25	---	20,000	---	North Western....."	25	114	20,000	---	Rochester....."	24	---	200,000	---	Gunnell....."	10	---	300,000	---
Collin....."	25	4	20,000	---	Norwich....."	25	11	20,000	---	Rosee.....N. Y.	5	---	10,000	---	Gunnell Central....."	50	---	20,000	---
Concord....."	25	4	20,000	---	Ogima....."	25	7	20,000	---	Shawangunk.....N. Y.	5	---	10,000	---	Gregory....."	50	---	20,000	---
Consolidated....."	25	5	20,000	---	Ontonagon.....L. S.	25	---	20,000	---	Sussex.....N. J.	5	---	125,000	---	Great Western....."	10	---	60,000	---
Copper Creek.....Mo.	100	---	10,000	---	Ottawa.....Ca.	1	---	200,000	---	Union.....Pa.	5	---	100,000	---	Hope....."	25	---	80,000	---
Copper Creek.....Wia.	25	---	20,000	---	Pacific.....L. S.	25	---	20,000	---	Walkill.....N. Y.	---	---	---	---	Homam....."	2	---	150,000	---
Copper Falls.....L. S.	25	244	20,000	46	Pewabic....."	25	54	20,000	---	Warren.....N. H.	---	---	---	---	Idaho.....Nebr.	---	---	---	---
Copper Harbor....."	25	1	20,000	---	Petherick....."	25	54	20,000	74	White Mountain....."	---	---	---	---	Isaac's Harbor.....N. S.	5	---	100,000	---
Copper Hill.....Wia.	1	---	200,000	---	Phila. & Boston....."	25	15	20,000	40	Coal & Anthracite.....Pa.	25	---	60,000	58	Kansas-Colorado.....Col.	10	---	100,000	---
Corinth.....Vt.	25	---	20,000	---	Phoenix....."	25	15	20,000	---	Appleton....."	50	50	50,000	---	Kip & Buel....."	2	---	100,000	---
Corwall.....Vt.	2	---	100,000	---	Pittsburg & Boston....."	25	54	20,000	45	Ashburton.....Pa.	50	50	50,000	---	Lake Major.....N. S.	50	---	12,000	---
Dacotah.....L. S.	25	24	20,000	---	Pontiac....."	25	108	20,000	14	Atlantic & G. C.....Md.	---	---	---	---	Mariposa.....Cal.	100	100	50,974	14
Dana....."	25	34	20,000	34	Prescott.....Ariz. T.	100	---	100,000	---	Bear Valley....."	124	---	40,000	---	D. preferred....."	100	100	57,744	24
Deep River.....N. C.	5	---	10,000	---	Providence.....L. S.	25	---	20,000	---	Beaver Meadow.....Pa.	50	50	100,000	---	Mammoth.....Col.	10	---	100,000	---
Delaware.....L. S.	25	204	20,000	---	Quincy....."	10	10	20,000	494	Belmont....."	50	50	10,000	---	Manhattan....."	10	---	100,000	---
Derby....."	25	---	20,000	---	Reliance....."	25	---	20,000	---	Big Mountain.....Pa.	---	---	---	---	Massachusetts....."	5	---	250,000	---
Devon....."	25	1	20,000	---	Republie....."	25	---	8,000	---	Boston & Pictou.....N. S.	5	---	100,000	---	Mount Vernon.....Nev.	10	---	200,000	---
Dorchester....."	25	14	20,000	---	Revolute....."	25	64	20,000	---	Bridgeport....."	10	10	30,000	---	Montana.....Col.	4	---	100,000	---
Douglas....."	25	---	20,000	---	Ridge....."	25	8	20,000	---	Broad Mountain....."	10	10	30,000	---	National....."	10	---	300,000	---
Dover.....Ca.	2	1	200,000	---	Rochester....."	24	---	20,000	---	British American.....N. S.	---	---	---	---	New York City.....Nev.	100	---	50,000	---
Dundley.....L. S.	25	14	20,000	---	Rochland....."	25	12	20,000	94	Cape Briton.....N. S.	24	24	200,000	24	New York....."	10	---	100,000	---
Dunham.....Ca.	2	---	200,000	---	Roseoe.....Ca.	1	---	20,000	---	Cameron....."	50	---	50,000	---	N. Y. & Nevada.....Nev.	10	---	100,000	---
Durham....."	5	---	200,000	---	St. Clair.....L. S.	25	3	20,000	64	Central....."	100	100	50,000	51	N. Y. & N. Sec.....N. S.	10	---	100,000	---
Eagle River.....L. S.	25	34	20,000	84	St. Flavian.....Ca.	5	---	20,000	---	Coal Brook....."	50	50	20,000	---	North Clear Creek.....Col.	10	---	100,000	---

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Length of line in single track.	Equipment or projected.	Equip-ment.		Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horse.	Cara.				Bonded Debt.	Floating Debt.	Gross.	Net.			
	m.	m.	No	No		\$	\$	\$	\$	\$	\$	p. c.		
MASSACHUSETTS.														
20 Nov. '64	3.36				Boston and Chelsea	110,000	110,000			8,800	7,409	6	27	
20 Nov. '64	4.52				Broadway, Boston	256,257	250,000			26,482	129,615	15,895	8	43
20 Nov. '64	27.43				Cambridge	734,671	727,800	150,000		94	(Union Co.)	9	98	
20 Nov. '64	1.41				Dedham and West Roxbury	41,000								
20 Nov. '64	2.80				Dorchester and Roxbury	18,742	12,000			6,660	(Metro pol'n)	6	46	
20 Nov. '64	3.11				Lowell (Horse)	43,894	40,129			3,590	11,062	766		
20 Nov. '64	11.75				Lynn and Boston	254,611	200,000	50,000		18,165	129,927	12,197	8	42
20 Nov. '64	3.41				Malden and Melrose	60,246	200,000	73,100		66,222	20,807		25	
20 Nov. '64	2.97				Medford and Charlestown	35,000	23,000	11,000			(Middlesex)		50	25
20 Nov. '64	31.85				Metropolitan (Boston)	1,420,141	1,176,075			218,487	580,043	49,981	6	51
20 Nov. '64	6.84				Middlesex (Boston)	488,945	400,000	31,000		104,617	170,236		3	48
20 Nov. '64	5.69				Quincy	135,243	71,000			55,533	28,510	1,369		
20 Nov. '64	6.75				Salem & South Duxbury	173,980	180,000			25,800	37,017			
20 Nov. '64	2.68				Somerville	50,000	50,000				(Middlesex)	5	25	
20 Nov. '64	2.50				Stoneham street (Boston)	35,300	32,900				(Middlesex)			
20 Nov. '64	6.74				Suburban	95,600	5,000				(Middlesex)			
20 Nov. '64	6.00				Suffolk (Boston)	(Sold to Metro.)								
20 Nov. '64	411				Union (Transportation)	241,441	160,000	20,000		144,316	278,428	1,261	93	
20 Nov. '64	1.53				West Cambridge	13,600	13,600				(Leased)	e	47	
20 Nov. '64	2.25				Winnisimmet	62,154	60,000			939	21,589			
20 Nov. '64	11.60				Worcester	96,657	75,800			53,668	25,463			
CONNECTICUT.														
31 Jan. '64	3.0				Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5				Hartford and Wethersfield	300,000	300,000							
NEW YORK.														
20 Sep. '64	10.76				Broadway (Brooklyn)	237,139	200,000	27,500		5,782	67,594	18,386	6	100
20 Sep. '64	14.33				Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1,000,000		75,000	95,551	18,965	100	69
20 Sep. '64	7.00				Brooklyn, Bath & Coney Is'd	120,388	99,850	76,000		44,000	15,831	2,942	55	
20 Sep. '64	24.00				Brooklyn Central & Jamaica	897,646	492,150	400,000		55,291	173,827	3,606	9	100
20 Sep. '64	56.18				Brooklyn City	1,330,717	1,000,000	170,000		15,000	694,333	77,142	8	
20 Sep. '64	11.75				Brooklyn City and Newtown	551,784	368,000	200,000		19,144	82,049	4,162		
20 Sep. '64	0.09				Brooklyn City & Ridgewood	161,137	140,500	20,000		4,637				
20 Sep. '64	18.00				Brooklyn City & Rockaway		12,000			700				
20 Sep. '64	25.00				Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000		15,000				
20 Sep. '64	23.00				Buffalo Street									
20 Sep. '64					Canarsie, B'klyn & Wind'd.	33,500	15,000	18,500						
20 Sep. '64	10.00				Central City (Syracuse)					327,713	30,493		100	
20 Sep. '64	17.25				Cent'l Pk. N. & E. Riv. (N. Y.)	1,330,292	721,350	550,000		100,439	9,148		12	100
20 Sep. '64	6.40				Coney Island and Brooklyn	603,889	500,000	113,000						
20 Sep. '64	18.50				East & North River (N. Y.)	650	650							
20 Sep. '64	12.00				Eighth Avenue (N. Y.)	1,166,162	1,000,000	4,000		5,000	452,701	4,208	12	
20 Sep. '64	4.52				42d St. & Grand st. Ferry	951,570	660,000	261,600		33,282	178,056	22,293	8	
20 Sep. '64	10.00				Fourth Street (N. Y.)									
20 Sep. '64	17.2				Grand St. & Newtown (W'g)									
20 Sep. '64	11.00				Harlem Br. Morris & Ford'm	158,749	72,000	88,000		34,660	897			
20 Sep. '64					Main & Ohio St. (Buffalo)									
20 Sep. '64					Niagara Street (Buffalo)									
20 Sep. '64	11.00				Ninth Avenue (N. Y.)	451,154	795,360	67,000		90,108	108		100	
20 Sep. '64					N. Riv. & Wall st. Ferry (N. Y.)									
20 Sep. '64	7.50				Port Morris & Westchester	1,200	1,200							
20 Sep. '64	16.00				Rochester City & Brighton	237,889	134,000	91,000		10,000	47,739			
20 Sep. '64	8.37				Second Avenue (N. Y.)	1,155,615	650,000	520,000		53,000	350,718	20,134	100	65
20 Sep. '64					Sixth Avenue (N. Y.)	1,222,621	750,000			424,306	14,763	5	100	136
20 Sep. '64	17.50				Tenth Av & 32d st. (N. Y.)									
20 Sep. '64	6.50				Third Avenue (N. Y.)	1,958,354	1,170,000	1,180,000		35,000	544,701	171,587	12	100
20 Sep. '64	1.50				Troy and Cohoes	50,000								
20 Sep. '64					Utica City	193,945	124,500	65,500		7,000	18,295	108		
20 Sep. '64					V. Brunt st. & Erie Baa. (Buff)	62,000	50,000	12,000		10,556	2,380			
20 Sep. '64	12.00				Williamsburgh & Coney Is'd	15,000	15,000							
NEW JERSEY.														
31 Dec. '62	5.32				Hoboken and Hudson City	32,000	30,000			2,000				
31 Dec. '62	5.05				Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47				Jersey City & Bergen Point									
31 Dec. '62	17.00				Orange and Newark	411,000	211,000	200,300		71,050	19,183	50		
31 Dec. '62	5.80				West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.														
31 Oct. '63	7.89				Chestnut & Walnut (Phila.)	235,421	100,000	135,000				40	10	55
31 Oct. '63	5.50				Citizens' (Pittsburg)	188,024	100,000	56,300		10,318	114,721	34,877	10	50
31 Oct. '63	12.33				Frankford & Southw'k (Ph.)	765,569	491,620	200,000			286,861	91,545	60	
31 Oct. '63	6.00				Fairmount Pk. & Del. Riv. (Ph.)					62,732	8,227			
31 Oct. '63	4.50				Green & Coates st. (Phila.)	232,953	150,000	100,000		158,903	39,721	2	50	30
30 Nov. '63	19.00				Germantown	385,169	112,245	250,000		197,195	49,561		55	
31 Oct. '63	5.04				Girard College (Phila.)	114,611	160,000			122,866	36,832	4	50	30
31 Oct. '63	2.00				Harrisburg City	49,504	30,118			9,000	6,726	3,562	25	
31 Oct. '63	19.00				Hestonville, Mantua & Fairmount					75,131	153,813	39,179	50	18
31 Oct. '63	4.50				Lombard & South st. (Phila.)	156,000	90,000	50,200		16,000	72,460	14,007	25	11
31 Oct. '63					Pittsburg, Allegheny & Manchester					150	88,795	20,243	16	50
31 Oct. '63	3.75				Pittsburg & Birmingham	96,385	75,000	35,000		67,040	14,278	14	50	
31 Oct. '63	2.06				Philadelphia City	66,440	54,000	22,600		149,978	59,722	7	50	
31 Oct. '63	3.80				Philadelphia City	240,264	100,000	135,000		35,751	6,494	5	20	
31 Oct. '63	5.00				Philadelphia and Darby	86,383	100,000	17,000		41,737	6,903		50	14
31 Oct. '63	4.50				Ridge Avenue & Manyunk.	179,936	120,000	63,300		437,562	158,830	10	50	58
31 Oct. '63	18.09				Second & Third st. (Phila.)	472,081	203,757	137,300		51,683	9,187		50	13
31 Oct. '63	5.62				17th & 19th st. (Phila.)	114,368	120,000			210,143	81,510	94	60	
31 Oct. '63	7.00				3rd & Pine (Phila. & Gr's F.)	249,411	217,697	15,000		143,638	38,435	5	50	21
31 Oct. '63	7.00				10th & 11th st. (Citizens')	176,048	192,750						50	42
31 Oct. '63	6.25				13th & 15th st. (Phila.)									
31 Oct. '63	23.05				Union, Philadelphia	527,188	291,475	80,000		263,128	206,586	81,335	10	68
31 Oct. '63	6.00				West Philadelphia	355,105	249,100	100,000		622	3,637	1,851	25	
31 Oct. '63	1.00				Williamsport		15,150							
MARYLAND.														
31 Dec. '62	21.00				Baltimore City	700,000	670,000			31,549	239,059	21,058	17	
OHIO.														
31 Dec. '62	5.00				Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00				City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81				Passenger (Cinc.)	69,837	50,000							
31 Dec. '62	3.63				Pendleton & S. St. Mar't (Cin.)	70,000	50,000							

PASSENGER RAILROAD BONDS.

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FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
NATIONAL SECURITIES, Aug. 1.											
Loan of Jan. 23, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	130	New York—State Bonds.....canal fund	6,000,000	6	Quarterly.	1873	97½
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	125	" " " " " " " " " " " "	2,250,000	6	"	1874	97
" " " " " " " " " " " "	"	6	"	1868	124	" " " " " " " " " " " "	500,000	6	"	1875	"
Texas Indemnity, of Sep. 9, 1850.....coupon	618,000	"	"	Due.	"	" " " " " " " " " " " "	900,000	6	"	1877	"
Loan of June 14, 1855.....registered	20,000,000	5	"	1874	100	" " " " " " " " " " " "	800,000	6	"	1878	97½
" " " " " " " " " " " "	"	5	"	1874	99½	" " " " " " " " " " " "	909,807	5	"	1878	pleas.
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	100	" " " " " " " " " " " "	192,585	5	"	1866	"
" " " " " " " " " " " "	"	5	"	1871	100	" " " " " " " " " " " "	1,163,000	5	"	1868	"
Oregon War Loan of March, 1861.....coupon	1,016,000	6	"	1871	103	" " " " " " " " " " " "	442,960	5	"	1868	"
" " " " " " " " " " " "	"	6	"	1881	103	" " " " " " " " " " " "	187,000	5	"	1871	"
Loan of Feb. 8, 1861.....registered	18,415,000	6	Jan. & July.	1881	110	" " " " " " " " " " " "	4,500,000	5	"	1874	90½
" " " " " " " " " " " "	"	6	"	1881	110	" " " " " " " " " " " "	900,000	5	"	1875	"
Loan of July 17, & Aug. 5, 1861.....registered	264,303,100	6	"	1881	110½	" " " " " " " " " " " "	800,000	5	"	1878	"
" " " " " " " " " " " "	"	6	"	1881	110½	North Carolina—State bonds.....coupon	9,385,500	6	Various.	'66-'91	84
Loan of Feb. 25, 1862 (5-20s).....registered	614,780,500	6	May & Nov.	1882	104½	" " " " " " " " " " " "	3,500,000	6	Jan. & July.	1900	62
" " " " " " " " " " " "	"	6	"	1882	105½	Ohio—State Bonds.....coupon	634,653	6	Jan. & July.	1865	"
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	May & Nov.	1884	"	" " " " " " " " " " " "	636,798	6	"	1860	"
" " " " " " " " " " " "	"	6	"	1884	107	" " " " " " " " " " " "	379,866	6	"	1868	"
Loan of March 3, 1865 (5-20s).....registered	127,549,160	6	May & Nov.	1885	106	" " " " " " " " " " " "	2,183,532	6	"	1870	"
" " " " " " " " " " " "	"	6	"	1885	107½	" " " " " " " " " " " "	1,600,000	6	"	1875	99½
Loan of March 3, 1864 (10-40s).....registered	171,219,100	5	Mar. & Sept.	1904	98½	" " " " " " " " " " " "	4,096,309	6	"	1881	100½
" " " " " " " " " " " "	"	5	"	1904	99½	" " " " " " " " " " " "	2,400,000	9	"	1886	"
Pacific R. R. Bonds of currency.....registered	6,042,000	6	Jan. & July.	'66-'96	"	" " " " " " " " " " " "	681,038	6	May & Nov.	'68-'71	"
Treasury Note of July 17, 1861 (7-30s)	167,350	7.3	Feb. & Aug.	1867	105½	Pennsylvania—State stock.....registered	20,209,000	5	Various.	'66-'90	90½
June 20, '64 & Mar. 3, '65 1st series	798,949,350	7.3	June & Dec.	1868	105	" " " " " " " " " " " "	6,168,000	5	"	'77-'82	93½
March 3, 1865.....2d series	"	7.2	Jan. & July.	1868	105	" " " " " " " " " " " "	3,000,000	6	Feb. & Aug.	1871	101½
" " " " " " " " " " " "	"	6	At maturity.	Due.	"	Rhode Island—State War Bonds....."	3,889,000	6	Jan. & July.	'71-'94	97½
Debt Certificates.....	3,884,810	6	"	Due.	"	South Carolina—State Bonds (sterling)....."	484,444	6	Jan. & July.	1868	"
Gold Certificates of Deposit.....	16,403,180	6	"	At maturity.	3 y's	" " " " " " " " " " " "	1,708,000	6	"	'68-'90	"
Compound Interest Notes of 1864.....	156,012,140	6	"	"	10 d'y	" " " " " " " " " " " "	1,499,000	6	"	'71-'90	"
Temporary Loans at 4, 5 and 6 per cent.....	118,695,470	"	"	"	"	" " " " " " " " " " " "	1,091,180	5	April & Oct.	'76-'90	80
United States Notes (greenbacks).....	400,361,728	"	"	"	"	" " " " " " " " " " " "	239,167	5½	"	'72-'79	"
Fractional currency.....	26,684,139	"	"	"	"	" " " " " " " " " " " "	1,706,000	6	"	'82-'89	"
STATE SECURITIES.											
Alabama—Dollar Bonds.....coupon	2,109,000	5	May & Nov.	1877	"	" " " " " " " " " " " "	14,040,000	6	"	long.	92
" " " " " " " " " " " "	648,000	5	Jan. & July.	1876	"	Vermont—State Bonds.....coupon	175,000	6	Various.	'67-'83	68
" " " " " " " " " " " "	688,000	6	"	1876	"	" " " " " " " " " " " "	1,650,000	6	June & Dec.	'71-'78	66½
" " " " " " " " " " " "	"	6	"	1876	"	Virginia—State Bonds.....registered	21,888,398	6	Jan. & July.	'84-'96	41½
Arkansas—State Bonds (issued to banks).....	1,509,000	6	(in default.)	1868	"	" " " " " " " " " " " "	11,108,000	6	"	'86-'96	64
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July.	'78-'80	116	" " " " " " " " " " " "	1,866,000	5	"	"	"
" " " " " " " " " " " "	"	7	"	1872	"	" " " " " " " " " " " "	"	6	"	1872	"
Connecticut—State Bonds.....coupon	10,400,000	6	Jan. & July.	'72-'90	100½	" " " " " " " " " " " "	"	6	"	'76-'96	"
" " " " " " " " " " " "	"	6	"	1892	"	West Virginia—State Bond.....coupon	200,000	6	April & Oct.	'67-'68	"
Georgia—State bonds (sterling).....coupon	72,000	5	Jan. & July.	1869	"	Wisconsin—State Bonds.....coupon	641,800	6	Jan. & July.	'77-'88	"
" " " " " " " " " " " "	2,271,750	6	"	'68-'86	109	" " " " " " " " " " " "	700,000	6	April & Oct.	'82-'98	"
" " " " " " " " " " " "	434,000	7	"	'72-'86	"	CITY SECURITIES.					
Illinois—Canal Bonds.....registered	1,288,887	6	Jan. & July.	1870	100	Allegheny—Railroad Bonds (new).....coupon	600,000	4	Jan. & July.	1913	"
" " " " " " " " " " " "	1,768,400	6	"	1870	99	Baltimore—City Bonds....."	"	5	quarterly.	1870	"
" " " " " " " " " " " "	721,198	6	"	'60-'79	"	" " " " " " " " " " " "	"	6	"	1870	"
" " " " " " " " " " " "	436,000	6	"	'62-'79	"	" " " " " " " " " " " "	"	6	Jan. & July.	1873	97½
" " " " " " " " " " " "	229,372	6	"	'65-'79	"	" " " " " " " " " " " "	19,024,528	6	May & Nov.	1875	99½
" " " " " " " " " " " "	2,271,725	6	"	'70-'79	"	" " " " " " " " " " " "	"	6	Jan. & July.	1886	97
" " " " " " " " " " " "	1,778,877	6	"	1877	"	" " " " " " " " " " " "	"	6	quarterly.	1890	100
" " " " " " " " " " " "	241,000	6	"	1879	"	" " " " " " " " " " " "	"	6	"	1890	"
" " " " " " " " " " " "	1,157,700	6	"	1879	98	Boston—Municipal Scrip.....	583,205	4	April & Oct.	'78-'79	"
Indiana—State Bonds.....registered	236,009	5	Jan. & July.	1866	86	" " " " " " " " " " " "	"	5	Various.	'66-'70	124½
" " " " " " " " " " " "	2,058,173	2½	"	1866	"	" " " " " " " " " " " "	7,846,026	5	"	'71-'76	"
" " " " " " " " " " " "	1,225,000	6	May & Nov.	1886	96	" " " " " " " " " " " "	"	5	"	'76-'80	96½
Iowa—State Certificates.....registered	200,000	7	Jan. & July.	1886	"	" " " " " " " " " " " "	"	5	"	'81-'86	143½
" " " " " " " " " " " "	300,000	7	"	1877	"	" " " " " " " " " " " "	"	6	"	'67-'76	123
Kansas—State Bonds.....coupon	200,000	7	"	'76-'78	"	" " " " " " " " " " " "	668,000	5	May & Nov.	'70-'71	"
Kentucky—State bonds.....coupon	447,000	5	"	'66-'73	"	" " " " " " " " " " " "	305,000	5	Jan. & July.	'77-'78	101½
" " " " " " " " " " " "	3,204,000	6	"	'68-'72	95	" " " " " " " " " " " "	1,949,711	4½	"	'72-'73	"
Louisiana—State Bonds.....coupon	9,566,000	6	various.	'67-'90	96	Brooklyn—Municipal Bonds.....coupon	3,036,200	6	Jan. & July.	'66-'71	89
" " " " " " " " " " " "	"	6	"	"	"	" " " " " " " " " " " "	"	6	"	'81-'91	"
Maine—State Certificates.....	532,000	6	Mar. & Sept.	1883	96	" " " " " " " " " " " "	"	6	"	'66-'96	"
" " " " " " " " " " " "	4,000,000	6	Jan. & July.	1883	96½	" " " " " " " " " " " "	5,500,000	6	"	'81-'97	95
Maryland—State Bonds.....coupon	2,171,902	5	quarterly.	var.	100	" " " " " " " " " " " "	371,000	7	Various.	'67-'81	97½
" " " " " " " " " " " "	1,727,000	6	"	1870	100½	" " " " " " " " " " " "	956,000	6	Jan. & July.	1876	"
" " " " " " " " " " " "	3,192,763	6	"	1890	"	" " " " " " " " " " " "	1,461,000	8	"	1888	98½
" " " " " " " " " " " "	6,401,000	5	"	var.	"	" " " " " " " " " " " "	1,184,000	7	"	'79-'87	99½
Massachusetts—State Scrip.....	53,000	5	June & Dec.	'69-'72	124½	" " " " " " " " " " " "	660,000	7	Jan. & July.	'79-'81	93
" " " " " " " " " " " "	244,000	5	Jan. & July.	'70-'74	97½	Jersey City—Water Loan.....coupon	925,000	4	June & Dec.	1894	"
" " " " " " " " " " " "	375,000	5	April & Oct.	'72-'74	97	Milwaukee—Re-adjusted Bonds.....coupon	3,478,900	6	F.M.A. & N.	'73-'75	"
" " " " " " " " " " " "	220,000	5	May & Nov.	1880	96	New York City—Municipal Stock.....coupon	4,714,000	6	"	'76-'78	"
" " " " " " " " " " " "	6,429,000	5	"	1884	94	" " " " " " " " " " " "	1,800,000	6	"	1883	"
" " " " " " " " " " " "	297,000	6	June & Dec.	'68-'77	109½	" " " " " " " " " " " "	5,149,271	6	"	1887	"
" " " " " " " " " " " "	150,000	6	April & Oct.	1863	122	" " " " " " " " " " " "	275,000	6	"	1898	"
" " " " " " " " " " " "	1,024,000	6	Jan. & July.	'71-'75	108½	" " " " " " " " " " " "	402,768	5	Feb. & Aug.	1868	"
" " " " " " " " " " " "	2,030,000	6	"	'76-'78	"	" " " " " " " " " " " "	150,000	5	F.M.A. & O.	'67-'69	"
" " " " " " " " " " " "	1,088,000	6	"	1883	"	" " " " " " " " " " " "	3,125,200	5	"	1870	94
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	7	Jan. & July.	1868	"	" " " " " " " " " " " "	319,000	5	"	1873	"
" " " " " " " " " " " "	1,750,000	6	"	'73-'83	"	" " " " " " " " " " " "	1,000,000	5	"	1874	"
" " " " " " " " " " " "	100,000	6	"	1873	"	" " " " " " " " " " " "	334,700	5	"	1875	"
" " " " " " " " " " " "	216,000	6	"	1878	"	" " " " " " " " " " " "	2,016,000	5	"	1876	"
" " " " " " " " " " " "	1,122,000	7	"	1886	"	" " " " " " " " " " " "	2,275,000	5	"	'79-'80	"
" " " " " " " " " " " "	700,000	7	May & Nov.	1890	"	" " " " " " " " " " " "	900,000	5	"	1890	"
Minnesota—State Bonds.....coupon	250,000	8	Jan. & July.	1867	100						

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	160,000	179,041	154,575	181,034	186,433	214,521	232,098	406,076	446,044	396,847	381,510	357,556	4,225,001
1865.....	289,400	327,289	399,870	343,408	399,384	521,174	595,523	738,527	677,625	719,911	731,270	599,762	8,440,334
1866.....	504,991	408,864	393,480	394,553	451,477								1,068,464
Chicago and Alton:													
1861.....	81,531	75,621	78,381	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,008,464
1862.....	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,965	1,225,001
1863.....	109,850	101,355	104,372	122,084	122,301	145,542	149,137	167,948	170,044	170,910	156,869	153,294	1,073,706
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,440,092
1866.....	210,171	207,913	304,885	270,889	333,432	368,273	326,870						3,440,092
Chicago and Rock Island:													
1861.....	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862.....	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,459
1863.....	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864.....	158,735	175,492	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	338,617	321,037	3,095,470
1865.....	246,331	289,403	289,403	234,612	321,518	244,121	305,231	389,489	307,523	270,073	201,779		3,313,514
1866.....	241,895	183,385	267,230	197,886	264,695	290,642	224,112						3,313,514
Chicago and Northwestern:													
1863.....						366,100	281,334	298,160	473,188	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,353	466,330	565,145	490,710	519,306	699,605	729,759	716,378	563,400	6,114,566
1865.....	541,005	482,164	499,296	468,353	555,623	747,944	702,661	767,508	946,707	921,896	749,191	546,609	7,965,950
1866.....	523,566	405,634	523,744	518,736	735,082	922,892	776,990						7,965,950
Chicago and Great Eastern:													
1861.....	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,401	211,077
1862.....	24,343	24,344	22,773	19,487	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	323,656
1863.....	33,829	33,804	33,485	40,641	37,588	38,068	30,208	50,198	51,485	61,787	51,388	60,895	523,364
1864.....	47,393	55,565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	850,495
1865.....	77,787	77,242	83,450	75,514	76,674	91,977	91,075	106,389	118,010	116,293	91,664		1,108,821
1866.....	90,415	79,430	111,102	107,072	120,460	118,960	84,637						1,108,821
Erie:													
1861.....	404,507	391,932	458,560	547,174	506,610	430,063	372,056	419,010	515,948	719,354	734,108	714,211	6,214,182
1862.....	699,097	601,595	638,006	587,416	528,842	595,024	595,024	615,962	756,421	886,136	902,906	963,559	8,400,334
1863.....	845,095	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864.....	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,065	1,222,568	1,224,909	1,234,217	13,429,643
1865.....	1,001,007	947,148	1,256,598	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,089	1,522,472	1,429,765	15,434,775
1866.....	1,181,188	983,856	1,070,434	1,153,295	1,001,668	1,243,143							15,434,775
Illinois Central:													
1861.....	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,963	289,862	284,020	243,249	224,401	2,899,612
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,338	372,593	359,643	3,445,827
1863.....	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028
1864.....	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,238	661,391	657,141	603,492	6,329,447
1865.....	571,536	528,972	616,695	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,161,208
1866.....	582,823	512,628	516,322	406,773	507,830	560,025	467,115						7,161,208
Marietta and Cincinnati:													
1862.....	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863.....	33,203	53,778	60,540	63,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,963	710,225
1864.....	77,010	74,409	89,901	72,389	83,963	78,997	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865.....	96,672	87,791	93,783	78,907	76,248	107,525	104,608	115,184	125,252	116,495	116,146	106,767	1,224,058
1866.....	90,071	84,318	82,910	82,722	95,664	106,315	96,023						1,224,058
Milwaukee and Prairie du Chien:													
1861.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,728	177,879	130,134	67,990	1,153,407
1862.....	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,168,734
1863.....	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,363	155,417	205,055	138,342	112,913	1,247,268
1864.....	102,749	116,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865.....	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,965,712
1866.....	121,776	84,897	72,135	108,082	267,458	282,172							1,965,712
Michigan Southern & Northern Indiana:													
1861.....	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	199,077	2,189,077
1862.....	163,152	153,728	157,600	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863.....	248,784	230,508	257,227	268,613	264,955	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,362,641
1864.....	256,600	304,445	328,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,800	4,120,163
1865.....	368,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,722
1866.....	312,846	277,234	412,393	409,427	426,493	392,641	338,499						4,826,722
Michigan Central:													
1861.....	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,814
1862.....	230,159	159,658	161,902	175,696	186,039	174,002	172,189	216,624	296,958	322,389	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,453	208,221	193,328	216,449	308,168	375,483	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,302	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504,549
1866.....	282,438	265,796	337,168	343,787	365,196	335,083	324,980						4,504,549
Milwaukee and St. Paul:													
1864.....	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865.....	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866.....	131,707	122,621	124,175	121,904	246,511	243,944	215,605						2,535,601
New York Central:													
1861.....	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,078	696,175	927,036	952,960	872,985	7,996,783
1862.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863.....	790,167	867,590	911,397	839,126	841,165	815,512	840,450	1,079,551	1,041,522	1,045,401	1,107,818	1,109,853	11,099,853
1864.....	921,831	936,587	1,059,029	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,078	1,227,113	1,187,505	1,116,829	13,367,709
1865.....	957,869	613,331	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,434				13,367,709
Ohio and Mississippi:													
1864.....	210,320	200,466	309,261										

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	84
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	96
1st Mortgage	396,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	86
Atlantic and Gt. Western:							Funded Coupon Bonds	755,000	7	May & Nov.	"	1883	92
1st Mortgage, N. Y. Division	1,914,000	7	April & Oct.	London.	1879	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	78 1/2
2d Mortgage	800,000	7	"	"	1881	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,500,000	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	96
2d Mortgage	1,000,000	7	"	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	528,000	7	"	"	1882		Flag Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage	4,000,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
1st Mortgage, Buffalo Ext'n	2,000,000	7			1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	116
1st Mortgage, Silver Creek	300,000	7			1884		Cincinnati, and Zanesville:						
Consolidated Bonds	13,858,000	7		London.	1899		1st Mortgage	1,300,000	7	May & Nov.	New York.	1863	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	3d Mortgage	587,000	8	March & Sept.	"	1876 1/2	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & Bos.	'68-'70		Hubbard Branch	105,600	7				
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Mortgage Coupon	2,291,500	6	April & Oct.	Baltimore.	1885	98	Dividend Mortgage	1,000,000	7			1889	
"	1850.	6	Jan. & July.	"	1880	96	Cleveland and Pittsburg:						
"	1,085,000	6	Jan. & July.	"	1876	95 1/2	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	92
"	1834.	6	Ja. Ap. Ju. Oc.	"	1867	99	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	87
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	76
Bay de Noquet and Marquette:							River Line bonds	4,000	7			1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725					
Bellefontaine and Indiana:							Income bonds	3,500					
1st Mortgage convertible	268,000	7	Jan. & July.	New York.	1866	101 1/2	Clev., Columbus and Cin.:						
1st Mortgage extended	422,000	7	"	"	'70-'99		1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
2d Mortgage	116,000	7	"	"	1870		Cleveland and Toledo:						
Income bonds	87,000				1870		Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Selvidere Delaware:							Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	C. & T. Mortgage Bonds	304,000	7	April & Oct.	"	1886	
2d Mortgage (do.)	600,000	6	March & Sept.	Princeton.	1885	80	C. & T. Income (convertible).	6,000	7	March & Sept.	"	1870	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101	C. & T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	102 1/2
Boston Concord and Montreal:							Columbus and Xenia:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		Dividend	36,650		June & Dec.	New York.	1866	
1st Mortgage	300,000	7	"	New York.	1865		Mortgage	248,000					
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Connecticut River:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Mortgage	250,000	6	March & Sept.	Boston.	1878	94 1/2
Sinking Fund	336,000	6	"	Boston.	1889	100	Connecticut and Passump. Rivers:						
Boston and Lowell:							1st Mortgage	605,700	6	June & Dec.	Boston.	1876	90 1/2
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98 1/2	Cumberland Valley:						
2d Mortgage	200,000	6	"	"	1879	83 1/2	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	Dayton and Michigan:						
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	103	1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
Buffalo and State Line:							2d Mortgage	2,622,000	8	"	"	1881	105
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	3d Mortgage	642,000					
Income in '99, in '72	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	169,500					
Special Erie and North-East	149,000	7	"	"	'61-'70		Funded Interest	34,250					
Burlington and Missouri:							Dayton and Western:						
New Land Mortgage	1,343,370	7	April & Oct.	New York.	1893		1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
Cairo and Fulton (Mo.):							2d Mortgage	250,000	7	June & Dec.	"		80
State (Mo.) Loan	650,000	6			'78-'79		Delaware:						
Camden and Amboy:							1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102 1/2
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880		Guaranteed	100,000	6	"	"	1875	106
American Loan	65,000	6	"	New York.	1864		State Loan	170,000	6	"	"	1876	
Loan for \$500,000	229,700	6	"	"	1867	99	Delaware, Lackawanna and W'n:						
" \$300,000	425,680	6	"	"	1870	93	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
" \$675,000	675,000	6	"	"	1875	89	1st Mortgage (L. Extension)	1,499,000	7	"	"	1875	104 1/2
" \$1,700,000	1,700,000	6	"	"	1883	90 1/2	2d Mortgage	2,516,500	7	March & Sept.	"	1881	102
" \$2,500,000	867,000	6	"	"	1889	88 1/2	Des Moines Valley:						
Consolid. Mort. Loan \$5,000,000	4,203,400	6	"	"	1889	94 1/2	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Camden and Atlantic:							Income	348,000	7	Jan. & July.	"	1884	80
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85	Detroit and Milwaukee:						
Oatwicks:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1866	
Oayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8				
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1870	102	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
2d Mortgage	600,000	7	May & Nov.	"	1875	105	Construction bonds, 2d Div'n	665,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	97
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94 1/2	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97 1/2
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'68-'71	
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6			1876	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	'87-'90		State, 1st Mortgage	970,000					
Charleston and Savannah:							Endorsed by State of Tennessee	150,000					
1st Mortgage (endorsed)	510,000	6					Mortgage (ordinary)	790,688					
2d Mortgage	1,000,000	7					East Tennessee and Virginia:						
Cheshire:							State, 1st Lien	1,602,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92 1/2	Endorsed by State of Tennessee	200,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	100,000					
Trust Mort. S. F., convertible	358,000	8	Jan. & July.	New York.	1883	109 1/2	Redeemable in Stock	66,953					
" " " " " " " "	3,169,000	8	"	"	1883		Saton and Hamilton:						
Plain Bonds, dated Sept. 20, 1890	680,000	7	March & Sept.	"	1890		1st Mortgage	757,734	†			var.	
2d Mortgage, Inconvertible	941,000	4 1/2	July.	Frankfort O.M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
C. B. & Q. Serip	457,408		Jan. & July.	Frankfort O.M.			Mortgage Bonds	1,090,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	95	Florida:						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1883	85 1/2	Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State). Free Land, 2d Mortgage	\$300,000 200,000	7 8			1891 1891		Memphis and Charleston State [Tenn.] Loan	\$1,100,000	6			1880	
Galena and Chicago Union:							1st Mortgage	1,600,000	7				
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	99	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
Elgin and State Line	189,000	7	Jan. & July.	" "	1879		1st Mortgage S'g (convertible).	600,000	8	March & Sept.	"	1860	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884		1st Mortgage (convert.) Dollar.	1,995,500	8	"	N.Y. & Boston	1869	108
Great Western, Ill.:							1st Mortgage (convert.) Dollar.	247,000	8	April & Oct.	"	1882	112
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	105	1st Mortgage (S. F.) convertible	4,253,500	8	"	"	1882	112
Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½	Mieh. Southern and N'n Indiana:						
Hannibal and St. Joseph:							Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	73-78	80	Krie and Kalamazoo	37,000	7	March & Sept.	"	1862	
Land Security	3,344.50	7	April & Oct.	" "	1881	92	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97	Goshen Air Line	651,000	7	"	"	1868	97
Harrisburg and Lancaster:							Detroit and Toledo	734,000	7	"	"	1876	98
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1886	95
Hartford and New Haven:							2d General Mortgage	2,263,500	7	"	"	1877	92
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and St. Paul:						
Housatonic							1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	90
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		2d Mortgage	1,500,000	7	April & Oct.	"	1894	82
Houston and Texas Central:							Real Estate Depot	2,400,000	7	"	"	1874	
State (1st Lien) Loan	210,000	7					Milwaukee and Prairie du Chien:						
Mortgage	125,000	7					1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Hudson River:							Minnesota and Pacific						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	79-70	101	Real Estate	1,200,000	7	Jan. & July.	"	1892	
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103½	Mississippi Central:						
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104	1st Mortgage	1,007,363	7				
Convertible	1,002,000	7	"	"	1867	100	Mississippi Central and Tenn.:						
Illinois Central:							State (Tenn.) Loan	529,000	6				
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868		Mississippi and Missouri:						
Construction	6,837,000	7	April & Oct.	London.	1875		1st Mortgage (convertible)	1,000,000	7		New York.		
Construction	2,896,500	6	"	New York.	1875	105	2d Mortgage (S. F.)	400,000	8		"		
Redemption bonds	2,563,000	6	"	"	1860		Oskaloosa Division	688,556	7	Jan. & July.	"	1875	180
Indiana Central:							1st Land Grant	3,612,000	7	"	"	1860	
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		2d Land Grant	691,000	7	"	"		
2d Mortgage	264,000	10	"	"		117	Income Bonds	513,300	7				
Income	20,500						Mississippi and Tennessee:						
Indianapolis and Cincinnati:							Tennessee State Loan	98,000	6			1886	
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	103	Mississippi State Loan	202,099	6				
2d Mortgage	400,000	7	"	"	1862	100	1st Mortgage	171,000	7			1870	
Real Estate Mortgage	200,000	7	"	"	1863	68	Mobile and Ohio:						
Ind. Pittsburg and Cleveland:							City (Mobile) Tax Loan	400,000	6				
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	674,800	6				
2d Mortgage	347,000	7	"	"			Alabama State Loan	389,410	6				
Indianapolis and Madison:							Income	1,508,070	8	Jan. & July.	New York.	1861-87	
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Sterling	878,035	6			1893	
Jeffersonville:							Mississippi State Loan	200,970	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Montgomery and West Point:						
2d Mortgage	392,000	7	April & Oct.	" "	1873	70	Alabama State Loan	122,622	6			var.	
Juliet and Chicago:							Mortgage (due 1860, '63 and '65).	350,000	6			1866	
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Mortgage	450,000	8				
Juliet and N. Indiana:							Morris and Essex:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1916	91
Kennebec and Portland:							Muscookee:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		1st Mortgage	249,000	7				
2d Mortgage	230,000	6	"	Augusta.	1861		Nashville and Chattanooga:						
Kentucky Centr. (Cov. and Lex.)							Mortgage (State endorsed)	1,500,000					
1st Mortgage	180,000	6					Chat. and Cleve. Subec. (endors.)	231,000					
2d Mortgage	260,000	7					New Albany and Salem:						
3d Mortgage (convertible)	1,000,000	7					1st Mortgage	2,235,000	6				
4th Mortgage	600,000	7					N. Hav., N. Lond. and Ston'gton:						
Guaranteed by Covington	200,000	6					2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Cincinnati (exchanged)	100,000	6					Extension	115,000	6	May & Nov.	"	1878	
Lacrosse, Viroqua & Mineral Pt.:							New Haven and Northampton:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	
Lehigh Valley:							1st Mortgage (H. & Hanp.)	103,000	6		"		
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92	New Jersey:						
La Crosse and Milwaukee:							Company's (various)	805,000	7	Semi-annually.	New York.	var.	100
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		New London Northern:						
Lehigh and Bloomsburg:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		Extension Bonds	72,800	6	March & Sept.	"	1885	
Lexington and Frankfort:							N. Orleans, Jackson and Gt. North:						
Mortgage, due 1869 and '74	70,000	6		Lexington.	70-74		State (Miss.) Loan	255,000	5			63-74	
Little Miami:							1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Mortgage (coupon)	1,700,000	6	May & Nov.	New York.	1883	100	N. Orleans, Opelousa, and Gt. West:						
Long Island:							Louisiana State Loan	641,000	6				
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876		New Orleans City Subscription	1,500,000	8				
2d Mortgage	500,000	6	"	"	1870	90	1st Mort (S. F.)	566,000	8			1889	
Extension Bonds	175,000	7	May & Nov.	"	1890	110	New York Central:						
Long Dock Co.:							Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	93
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99	Db'ts of former Co's outst'ding	100,000					
Louisville and Frankfort:							Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876	91
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Exchanged S'tks [S. F.] B'ds	634,000	6	May & Nov.	"	1883	91
1st Mortgage	176,000	6	"	"	60-78		" [JB & N. F.]	78,000	6	"	"	1883	87
Louisville and Nashville:							Real Estate (S. F.) Bonds	165,000	6	"	"	1883	86
State (Tenn.), 1st Lien	660,500	6	Jan. & July.	New York.	78-92		Real Estate Bonds & Mortgages	192,773	7	var.	"	var.	
1st Mortgage	1,766,000	7	Feb. & Aug.	"	1883		"	45,550	6	"	"	1883	
Lebanon Branch 1st Mortgage	21,000	7			1886		Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	"	1876	104
Memphis Branch 1st Mortgage	286,000	7			70-75		Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	"	1887	92
Maine Central:							New York and Erie:						
Loan \$1,100,000	1,092,900	6			80-81		1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
Loan \$400,000	314,100	6			70-71		2d Mortgage	4,000,000	7	March & Sept.	"	1879	102
McMinnville and Manchester:							3d Mortgage	6,000,000	7	"	"	1883	96
State (Tenn.)	372,000	6					4th Mortgage	4,441,000	7	April & Oct.	"	1880	91
Mortgage	24,000	7					5th Mortgage	926,500	7	June & Dec.	"	1888	95
Mortgage	10,900	6					Buffalo Branch	180,400	7	Jan. & July.	"	1891	
Mareta and Cincinnati:							Sterling Bonds	3,816,582			London.	1875	
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	81½	New York and Harlem:						
1st Mortgage Sterling	1,000,000	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	151
Seloto & Hocking Val. R. mort.	300,000	7	"	"			Consolidated	1,000,000	7	Feb. & Aug.	"	1890	160
Memphis, Clarksv. and Louisv.:							3d Mortgage	980,300	7	Jan. & July.	"	1897	94
State (Tenn.) Loan	910,000	6					New York and New Haven:						
Memphis and Ohio:							Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
State (Tenn.) Loan	1,340,000	6					N. York, Providence and Boston:						
							1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.		Due	Price	Description	Amount	Interest	Interest.		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867		1st Mortgage (Eastern Division)	\$680,000	8		New York.		
North-Eastern (S. C.):							1st Mortgage (West'n Division)	757,000	8		" "	1875	36
1st Mortgage	700,000						Raleigh and Gaston:						
2d Mortgage	224,500						Coupon	100,000				1862	
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	1870	102	Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Mortgage (Coupon)	312,000	7	Feb. & Aug.	"	1875	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Mortgage (Registered)	504,000	7		"	1873	
Y. and C. guar. by Balt. & Md. Mort.	500,000	6	" "	"	1877	91	Richmond, Fred. and Potomac:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½	Sterling (£267,000)	324,000	6			1860	
North Missouri:							Richmond and Petersburg:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½	Coupon	159,000				1875	
North Pennsylvania:							Rutland and Burlington:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	90½
Chattel Mortgage	360,000	10	" "	"	1887	115	2d Mortgage	987,500	7	" "	"	1863	88
Northern (N. H.):							3d Mortgage	440,000	7	" "	"	1863	1
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	Sacramento Valley:						
Norwich and Worcester:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Bonds for Dividend Scrip.	59,000	7	" "	New York.	'64-'74		Sandusky, Dayton and Cincinnati:						
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
Ohio and Mississippi:							2d Mortgage	77,000	7			1866	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90	3d Mortgage	201,500	7			1875	
1st Mortgage—Western	850,000	7	" "	"	1872		Six per cents	75,593	6			1878	
2d Mortgage—Western	750,000	7	" "	"	1874		Sand'sky, Mansfield and Newark:						
Orange and Alexandria:							1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Saratoga and Whitehall:						
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		1st Mortgage	250,000	7½	April & Oct.	New York.	1868	
2d Extension	600,000	8	May & Nov.	"	1873		1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1866	
Ogdensburg & Lake Champlain:							Seaboard and Roanoke:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99	1st Mortgage	300,000	7			1880	
2d Mortgage (now stock)						53½	3d Mortgage	75,000	7			1870	
Oswego and Syracuse:							South Carolina:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80		State Loan	187,000	5			1868	
Pacific (Mo.):							Domestic Bonds	650,000	5			'69-'74	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	80	Domestic Bonds, past due	224,000	5				
State Loan (S. W. Branch)	1,268,000	6	" "	"	'87-'89		Sterling	2,000,000	5	Jan. & July.	London.	1866	
Construction Main Line	1,314,000	7	" "	"	"	80	Southern Mississippi:						
" S. W. Branch	3,232,000	7	" "	"	"		1st Mortgage	500,000					
St. Louis County bonds	13,000	7	" "	"	1885		South-Western (Ga.):						
Panama:							1st Mortgage	681,000				1875	
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½	Steuerny and Ind. (P. C. and C.):						
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		St. Louis and Iron Mountain:						
Peninsula:							State (Mo.) Aid	3,501,000	6		New York.		90
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	84	St. Louis City Subscription	500,000					
Pennsylvania:							St. Louis County Subscription	1,000,000					
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100	Sunbury and Erie:						
2d Mortgage	2,621,000	6	April & Oct.	"	1876	96	1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
2d Mortgage Sterling	2,283,840	6	" "	London.	1875		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'76-'78	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	Syracuse, Binghamton and N. Y.:						
Penobscot and Kennebec:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Bangor City 1st Mort. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		St. Louis, Alton & Terre Haute:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
Peoria and Oquawka:							" " (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mort. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1882		2d " " (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
1st Mort. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		" " (series D)	1,400,000	7	May & Nov.	"	1894	
Petersburg and Lynchburg (S. Side):							" " Income (series E)	1,700,000	7	" "	"	1894	76
State (Va.) Loan (S. F.)	800,000	7					Toledo, Peoria & Warsaw:						
1st Mortgage (1859-'70-'75)	365,000	6				var.	1st Mortgage	1,000,000	7	June & Dec.	New York.	1894	
2d Mortgage (1862-'70-'72)	378,000	6				var.	Terre Haute and Richmond:						
Special Mortgage (1865-'68)	175,000	6				var.	1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Last Mortgage (1861 to 1869)	133,500	8				var.	Toledo and Wabash:						
Phila. German'n and Norrist'n:							1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90½
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	" "	"	1865	
Convertible Loan	292,500	6	" "	"	1885	119	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	97½
Philadelphia and Reading:							2d M. (Wabash and Western)	1,500,000	7	" "	"	1878	
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		Sinking Fund Bonds	152,357	7			86	
" 1836	182,400	5	" "	"	1860		Equipment bonds	600,000	7			64½	
" 1849	2,695,000	6	April & Oct.	"	1870	93	Vermont Central:						
" 1861	106,000	6	Jan. & July.	"	1871	96	1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	116
" 1843	1,525,800	6	" "	"	1880	90	2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	84½
" 1844	804,000	6	" "	"	1880	90	Vermont and Massachusetts:						
" 1848	101,000	6	" "	"	1880	90	Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	94½
" 1849	67,000	6	" "	"	1880	90	Virginia Central:						
" 1867, (convertible)	415,500	6	" "	"	1886	103½	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1866	60,000	7	" "	"	1886		Mortgage (coupons)	198,000	5	" "	Richm'd	1872	
Bonds and mort. on Real Estate	536,382						Mortgage (coupons)	926,000	6	" "	New York.	1884	
Phila. Wilmington and Baltimore:							Virginia and Tennessee:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsburg and Connelville:							1st Mortgage	500,000	6	" "	New York.	1872	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½	2d or Enlarged Mortgage	1,000,000	6	" "	"	1884	
Pittsburg, Ft. Wayne and Chicago:							Salt Works Br. Mort. due '53-'61	203,000	6	" "	Lynchburg.	var.	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½	Warren (N. J.):						
" " (series B)	875,000	7	Feb. & Aug.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" " (series C)	875,000	7	Mar. & Sept.	"	1912		Warwick Valley, N. Y.:						
" " (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
" " (series E)	875,000	7	May & Nov.	"	1912		2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" " (series F)	875,000	7	Jun. & Dec.	"	1912		Watertown and Rome:						
" " (series G)	875,000	7	Jan. & July.	"	1912	95½	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
" " (series H)	800,000	7	Feb. & Aug.	"	1912		Western (Mass.):						
" " (series I)	360,000	7	Mar. & Sept.	"	1912		Sterling (£399,900)	4,319,520	5	April & Oct.	London.	'68-'71	
" " (series K)	800,000	7	April & Oct.	"	1912		Dollar Bonds	950,000	6	" "	Boston.	1875	99
" " (series L)	800,000	7	May & Nov.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	100
" " (series M)	800,000	7	June & Dec.	"	1912		Elmira and Williamsport:						
3d " "	2,000,000	7	April	"	1912	86½	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Ridge Bonds	164,500	7	May & Nov.	Philadelphia.	1876		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	596,000	7	May & Nov.	New York.	1866	
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	" "	"	1872	
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74		Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago							Sterling, issued in 1858	144,500	6			1868	
1st Mortgage	1,330,000					1873	Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.		
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.		
ALABAMA.																						
20 Jun. '60	65.0	—	—	50.6	—	—	—	Alabama and Florida	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,800	—	—	
23 Feb. '59	30.3	—	—	58.1	2	2	19	Alabama and Mississippi	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	81,852	—	—	
31 May '60	109.6	—	—	57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—	
30 Jun. '59	57.0	—	—	171.3	—	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—	
1 May, '61	469.3	13.5	—	49.4	40	28	502	Mobile and Ohio	12,000,000	—	—	—	—	—	—	—	1,402,858	695,370	—	—		
29 Feb. '60	88.6	28.4	—	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	269,269	6	—	
ARKANSAS.																						
2 Nov. '58	38.6	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—	
CALIFORNIA.																						
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—	
CONNECTICUT.																						
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	846,299	66,483	—	307,060	95,000	731	—	23.8	53,325	89,470	46,029	7	—	
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	—	122.4	317,844	517,808	134,509	—	—	
31 Aug. '65	61.6	13.6	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	8,000,000	927,000	97,022	4,654,333	75.2	452,238	1,459,711	413,528	12	170	
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	—	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—	
31 Dec. '64	57.0	—	1.3	—	8	11	184	Nagatuck	1,464,127	—	—	1,100,000	300,000	29,149	—	62.0	145,655	360,167	140,391	16	—	
28 Feb. '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	—	—	738,538	766,000	—	—	62.0	161,182	274,887	loss.	—	117	
30 Nov. '64	84.8	—	9.3	—	3	2	—	New Haven and Northampton	2,336,455	41,560	—	1,010,000	650,000	—	—	—	49,663	197,387	85,946	34	—	
31 Dec. '65	66.0	20.0	6.9	14.0	8	12	84	New London Northern	861,135	—	10,607	700,000	132,814	18,746	871,742	66.0	202,567	306,766	53,204	8	85	
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	629,209	982,213	549,834	9	112	
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,900	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	101	
DELAWARE.																						
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,007,684	84.3	136,631	138,970	41,466	—	—	
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	27,283	10,290	9	—	
FLORIDA.																						
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	Florida	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,867	3,535	—	—	
31 Dec. '62	59.9	—	5.0	—	—	—	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '60	100.0	3.9	10.0	153.5	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	29.4	—	—	—	—	—	
GEORGIA.																						
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,339	*	—	1,250,000	126,000	—	1,597,336	86.7	—	418,036	265,827	8	125	
31 Dec. '62	92.6	—	8.7	70.9	—	—	—	Atlanta and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—	
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	733,700	129,500	—	—	53.0	—	168,998	95,612	—	—	
30 Apr. '60	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	—	—	151,887	—	—	—	31.0	—	—	—	—	—	
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	—	1,003,650	4,366,800	312,500	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—	
31 Mar. '60	171.0	61.0	—	—	19	16	171	Georgia (and Bank)	4,156,000	—	—	4,156,000	—	—	8,123,343	232.0	—	1,150,188	628,048	8	100	
30 Nov. '60	102.5	—	—	—	7	2	107	Macon and Western	1,500,000	—	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,613	212,676	19	72	
31 July '59	50.0	—	—	—	3	4	33	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	110,516	8	—	
1 May, '58	63.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—	
31 July '60	106.1	100.8	16.2	18	22	24	62	South Western	3,770,425	—	—	2,921,900	395,500	19,913	3,822,913	228.8	—	—	388,853	13	—	
30 Sep. '59	138.0	—	—	—	52	34	708	Western and Atlantic	5,901,497	—	—	—	—	—	—	138.0	—	832,343	464,541	—	—	
ILLINOIS.																						
31 Dec. '65	250.0	—	—	—	66	32	1,098	Chicago and Alton	3,308,919	*	1,699,305	4,208,800	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	84	109	
30 Apr. '60	317.0	83.0	47.0	111	54	214	12	Chicago, Burlington and Quincy	12,777,562	2,670,210	2,070,679	10,193,010	5,754,400	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	130	
31 May '65	242.0	688.0	—	164	94	146	3	Chicago, Burlington and Quincy	37,323,791	—	2,366,660	26,155,641	12,020,483	825,398	39,690,452	930.0	—	6,820,760	1,802,272	—	26	
31 Mar. '60	181.8	—	—	—	65	71	1,305	Chicago and Northwestern	5,050,132	—	2,265,632	5,000,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,751	10	106	
31 May, '63	174.5	5.6	14.3	21	22	504	62	Chicago and Rock Island	4,039,561	—	—	1,648,561	2,350,000	—	4,214,542	180.0	—	742,097	877,476	—	—	
31 Dec. '65	444.8	252.5	—	148	76	3,397	13	Great Western	4,039,561	—	—	23,374,406	13,281,500	—	40,668,060	708.3	3,507,466	7,181,208	1,174,924	10	122	
31 Dec. '65	113.0	—	—	112	15	6	284	Illinois Central	30,629,844	—	—	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—	
31 Dec. '65	195.0	14	12.2	46	30	1,002	3	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600,000	—	4,970,931	111.0	224,563	580,333	250,189	—	—	
31 Dec. '65	195.0	14	12.2	46	30	1,002	3	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	209.0	—	2,240,744	488,568	—	84	
INDIANA.																						
31 Aug. '65	224.0	—	—	—	41	23	765	Chicago and Great Eastern	—	—	—	4,390,000	5,600,000	—	—	224.0	—	—	—	—	—	
30 Apr. '60	132.0	—	—	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,534	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—	
31 Dec. '62	72.4	—	—	—	19	17	296	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,192,761	109.0	—	442,898	158,541	—	—	
31 Dec. '58	89.8	20.2	—	23	19	813	1	Indianapolis and Cincinnati	2,497,962	540,043	—	1,689,800	1,382,284	140,689	3,458,108	110.0	—	448,858	230,834	9	72	
31 Dec. '64	84.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	—	—	240,522	1,572,000	997,000	—	—	—	—	—	—	—	
31 Dec. '62	78.0																					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Year ending.	Railroad.				Equipment.			Companies	Abstract of Balance Sheet.						Earnings.				Price of shares	
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Car.			Property and Assets.			Liabilities.			Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.				Gross.		Net.
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.
MAINE.																				
30 Nov. '62	55.0	—	—	—	0	4	74	Androscoggin	1,050,000	—	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,933,476	149.0	oper. by	6d. Tk.	—	—
30 Sep. '61	68.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	—	—	1,297,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—
31 May, '61	99.7	9.5	—	—	13	15	233	Maine Central	4,212,291	—	57,091	1,447,060	2,733,800	1,057	4,301,457	109.2	171,568	489,592	219,302	—
31 May, '61	51.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6
MARYLAND.																				
30 Sep. '63	279.6	7.2	—	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	1,866,283	16,151,962	10,112,584	897,839	36,811,376	296.8	2,938,010	6,509,945	4,544,097	3
30 Sep. '63	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,941	39.0	—	703,123	429,890	44
31 Dec. '66	188.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,016	3,315,510	1,328,798	8
MASSACHUSETTS.																				
30 Nov. '64	—	—	—	—	8	—	—	7 Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—
30 Nov. '64	26.7	1.8	16.8	—	24	39	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	43,213	752,605	172,232	6
30 Nov. '64	74.3	8.8	51.1	—	30	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	104.3	737,505	1,272,600	443,332	8
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,800	207,400	—	3,600,000	—	21,500	4,218,927	61.8	450,096	1,221,104	366,333	10
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	—	5,913,789	53.6	669,224	1,697,164	537,057	10
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	—	303,239	1,591,100	250,000	—	104,138	2,117,219	62.4	533,109	175,404	6
30 Nov. '65	44.1	30.5	27.5	—	32	60	644	Eastern	4,482,959	382,965	782,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,302	1,277,075	490,768	6
30 Nov. '65	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	467,261	993,694	814,256	8
30 Nov. '64	13.9	—	—	—	4	8	41	Fitchburg and Worcester	233,658	40,226	26,200	268,127	8,800	—	397	13.9	37,947	61,665	21,297	6
30 Nov. '64	12.4	—	—	—	—	—	—	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	—	3,374	368,912	(Oper. by Boston & Lowell)	—	—	—
30 Nov. '65	14.5	—	—	—	10	17	240	Nashua and Lowell	620,153	92,370	101,968	300,000	—	91,748	814,991	71.0	185,647	300,954	51,227	8
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	43,527	7
30 Nov. '64	33.0	—	—	—	5	6	25	N. York and Boston Air Line	1,514,916	82,890	—	788,447	1,072,900	187,590	2,048,537	36.7	94,748	33,492	—	—
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,438,317	—	2,009,822	4,819,760	651,500	1,467,341	7,043,139	145.0	—	1,296,643	526,448	8
30 Nov. '64	18.6	—	—	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	18.6	35,812	83,128	34,105	6	
30 Nov. '65	43.4	1.0	14.9	—	14	14	462	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,956	140,129	8
30 Nov. '64	16.9	—	—	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	(Oper. by B. & L. Co.)	—	17,500	—	—
30 Nov. '64	6.1	—	—	—	36.5	—	—	Troy and Greenfield	923,942	979,308	—	923,942	—	—	(Surrendered to the C. commonwealth.)	—	—	—	—	—
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,800,000	558,955	—	3,635,667	77.3	151,327	390,086	123,397	2
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,390	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	463,041	16,348,806	218.0	1,358,514	4,331,584	1,226,658	10
30 Nov. '65	46.7	—	9.8	—	10	12	143	Worcester & Nashua (par 84)	1,164,398	—	224,309	1,141,000	35,560	62,759	1,388,706	45.7	194,712	431,606	183,750	7
NEW HAMPSHIRE.																				
31 Mar. '66	98.5	—	—	—	14	10	232	Boston, Concord and Montreal	2,550,000	—	—	1,800,000	1,050,000	31,216	3,199,233	93.5	—	422,829	134,871	—
30 Nov. '64	53.6	—	—	—	18	16	246	Cheshire	2,703,488	—	849,233	2,085,925	679,500	—	2,765,425	53.6	332,852	575,896	155,896	—
31 Mar. '64	34.5	—	—	—	21	22	494	Concord (par \$50)	1,600,000	—	—	1,600,000	—	—	1,600,000	61.3	—	821,985	136,049	8
31 Mar. '66	29.2	—	—	—	4	—	80	Merrimack and Conn. Rivers	695,268	—	—	595,588	508,000	—	53.7	—	—	—	—	—
30 Apr. '64	13.0	12.5	—	—	23	12	468	Northern New Hampshire	3,068,400	—	740,296	3,068,400	151,400	254,341	3,908,696	82.0	387,789	615,728	216,973	9
30 Apr. '64	24.7	—	—	—	6	2	600	Sullivan	1,480,730	—	—	500,000	750,000	—	24.7	oper. by	Vermont	—	—	—
NEW JERSEY.																				
31 Dec. '64	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,386,285	—	—	997,112	2,193,000	252,584	3,442,697	75.2	—	501,886	146,101	—
31 Dec. '64	63.9	32.2	—	—	—	—	—	Camden and Amboy	8,602,296	—	4,304,131	6,472,406	10,264,463	—	—	124.2	—	5,799,950	1,140,788	35
31 Dec. '64	60.2	—	—	—	—	—	—	Camden and Atlantic	1,881,414	—	—	1,082,243	1,035,276	123,930	2,221,449	60.2	—	231,466	71,106	—
31 Dec. '64	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,349,791	1,283,773	528,177	10,685,940	1,509,000	838,638	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10
31 Dec. '66	63.0	—	—	—	45.5	24	483	Morris and Essex	4,057,276	—	—	3,041,960	1,164,500	31,200	4,638,666	53.0	270,000	670,764	171,765	7
31 Dec. '66	53.8	—	—	—	—	—	—	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,239	33.8	654,192	1,875,981	808,320	10
31 Dec. '64	21.3	—	—	—	2	6	17	Northern New Jersey	452,116	—	—	158,800	290,000	45,072	463,872	21.2	99,787	146,936	29,300	—
31 Dec. '64	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,690,481	—	—	2,360,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—
31 Dec. '64	18.2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,608,300	18.2	—	290,022	130,510	6
31 Dec. '64	38.5	—	—	—	—	—	—	West Jersey	1,461,219	—	—	588,400	700,000	—	1,288,400	—	—	207,962	91,544	—
NEW YORK.																				
30 Sep. '65	82.0	—	—	—	9	12	153	Albany & Susquehanna	3,189,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,094	—
30 Sep. '65	142.0	—	—	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	—	—	Leased to Erie R. Co.	—	—	—	—
30 Sep. '65	88.3	18.6	—	—	84	37	607	Buffalo and State Line	2,267,838	518,576	550,000	2,105,000	1,300,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10
31 Dec. '66	40.0	97.0	382.0	—	392	135	5,335	Erie	17,614,351	5,645,544	25,106,800	22,379,982	4,299,762	53,291,595	80.0	6,839,028	15,434,775	5,060,511	4	
30 Sep. '64	144.0	—	128.2	—	75	162	711	Hudson River	13,250,299	2,914,287	6,563,256	7,762,840	—	1,167	15,264,586	150.0	1,602,279	4,462,830	994,668	8
30 Sep. '64	13.0	10.0	—	—	17	43	146	Long Island	2,567,162	361,212	932,000	—	—	2,928,474	107.0	566,319	588,406	363,606	6	
30 Sep. '65	297.8	268.1	421.0	—	258	284	5,336	New York Central	27,367,547	6,305,377	1,279,791	24,581,000	14,827,442	—	44,676,497	664.9	5,804,048	13,975,524	2,694,734	6
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,166	6,565,050	6,098,045	—	12,683,695	104.0	1,592,080	2,509,728	422,348	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Abstract of Balance Sheet.										Earnings.				Price of shares.		
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.		Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.		Gross.	Net.	Dividends.			
						Passenger.	Freight, etc.	Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.			M.	\$					\$	P. C.
PENNSYLVANIA.																								
31 Jan. '66	44.0			136.0	139	11	113	Allegheny Valley	2,350,728	232,046			1,948,400	614,000	513,542	2,876,342	44.0	134,201	356,277	123,892				
31 Dec. '66	387.0	103.0		117.0	139	96	3,059	Atlantic and Great Western	46,606,475		1,454,308	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,700	5,311,238	2,125,200					
31 Oct. '65	65.0	2.5	4.0		21	9	413	Catawissa	3,634,000			3,350,000	279,000		3,629,000	69.5	240,418	370,223	149,587			39		
30 Sep. '65	74.0		5.4		13	12	106	Cumberland Valley	1,582,937		519,459	1,316,900	470,500	51,407	2,102,396	74.0	180,698	461,711	201,779	8	83			
31 Oct. '65	113.0	4.0	59.0		85	17	3,070	Del., Lackawanna and West'n	7,583,700	2,668,113		10,247,050	3,491,500	742,886	14,481,135	204.0	137,698	1,733,320	38,671	15	150			
31 Oct. '65	36.0	1.7	7.7		9	6	8	East Pennsylvania	1,273,765	161,589		604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072					
31 Dec. '65	78.0		10.0		18			Elmira and Williamsport	2,620,000			1,000,000	1,620,000	Leased to North. Cen.		302,872	580,973	loss.		5	30			
31 Oct. '65	18.5		8.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	18.5	149,538	454,480	138,683	10				
31 Oct. '65	81.0	2.0	4.3		13	11	349	Erie and Pittsburgh	1,696,921	477,016		664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200					
31 Oct. '65	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	36.0	oper. by Penn. R.R. Co.		7	56				
31 Oct. '65	32.0		1.3		4	2	14	Hempfield	1,616,459	41,241		1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195					
31 Oct. '65	44.0	14.5	11.7	0.0	16	2	133	Huntingdon and Broad Top	2,089,328			585,130	1,436,082	389,318	2,510,530	68.5	173,778	352,213	78,702			16		
31 Oct. '65	80.0	2.0	34.5		60	1	1,278	Lackawanna and Bloomsburg	3,735,613															

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		
		Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	---	---	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	---	8
Catawissa (preferred)	1,160,000	7	---	38
Chemung (guaranteed)	380,000	---	---	---
Cyuga & Susquehanna (guarant.)	343,500	---	---	---
Cheshire (preferred)	2,017,825	7	---	---
Chicago & Alton (preferred)	2,425,400	7	7	110
Chicago & Northwestern (pref.)	12,994,720	7	7	68
Cooshecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	75
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,975,500	7	3	75
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & William-port (preferred)	500,000	---	---	43
Erie (preferred)	8,635,700	7	7	78
Hannibal & St. Joseph (preferred)	5,253,556	7	---	60
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	---	---
Kennebec & Portland (preferred)	372,000	6	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	---	---
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	---
" (2d pref.)	3,819,772	7	3	21
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	146
Mil. & Prairie du Chien (1st pref.)	3,032,000	8	8	92
" " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,400,000	---	---	71
New Haven & Northampton (guar.)	1,010,000	---	4	---
New York & Harlem (preferred)	1,600,000	8	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guaranteed)	630,000	---	8	---
Paterson & Ramapo (guaranteed)	248,000	---	5	---
Peoria & Bureau Valley (guar.)	1,200,000	---	6	---
Philadelphia & Reading (pref.)	1,551,500	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	---	10	---
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port, Baco & Portsmouth (guar.)	1,500,000	6	6	---
Rentland & Burlington (preferred)	382,700	8	---	---
" " (preferred)	608,176	6	---	---
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	984,700	7	7	61
Toledo, Peoria & Warsaw (1st pref.)	1,056,232	7	---	---
" (2d pref.)	908,422	7	---	---
Troy & Greenbush (guaranteed)	274,400	6	6	52
Vermont & Canada, (guaranteed)	1,000,000	8	8	---
Warren (guaranteed)	1,403,300	7	7	---
White Mountain, (guaranteed)	200,000	5	5	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Per of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:	\$	\$	D.C.	\$
Chesapeake and Delaware.....	100	1,243,563		106
Chesapeake and Ohio.....	100	8,224,695		
Delaware Division.....	100	1,633,250		181
Delaware and Hudson.....	100	10,000,000	10	167
Delaware and Karitan.....	100	2,298,460	10	121
Erie of Pennsylvania.....	50	64,000		
Illinois and Michigan.....				
Lehigh Navigation.....	50	6,961,700	10	57
Monongahela Navigation.....	50	720,800	3	
Morris, (consolidated).....	100	1,025,000	10	88
" (preferred).....	100	1,175,000	10	120
North Branch.....	100			
Sault Ste Marie.....	100			
Schuykill Navigation (consolid.).....	50	1,908,207		27
" " (preferred).....	50	2,888,988		35
Susquehanna and Tide Water.....	50	2,048,260		16
Union.....				21
Union (preferred).....	50	2,787,000		41
West Branch and Susquehanna.....	100	1,100,000	6	30
Wyoming Valley.....	50	750,000	16	68

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—DURY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished Sheet, 8 cents per lb.

Fig, Scotch, No. 1, (cash)..... per ton 46 @ 50
Fig, American, No. 1..... 47 @ 48
Bar, Refined, English..... 105 @ 110
Bar, Swedes, assorted sizes..... (in gold)..... 95 @ 100

(Struck Prices.)

Bar, Swedes, assorted sizes..... 170 @ @
Bar, English & American, Refined..... 125 @ @
Bar, English & American, common..... 116 @ @
Scroll, English..... 165 @ 205
Ovals and Half round..... 150 @ 160
Band, English..... @ 155
Horse Shoe..... 150 @ 160
Rods, English..... 130 @ 185
Hoof, English..... 135 @ 225
Nail Rod..... per lb. 10½ @ 11½
Sheet, Russia..... per lb. 25 @ 26
Sheet, English, Single, Double and Treble..... 7 @ 9
Rails, English (gold)..... per ton 55 @ @
Rails, American..... 85 @ @ 90

STEEL—DURY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and not over 11 cent. ad. val.

English, Cast.....(1st & 2d qly.)..... per lb. 18½ @ 24
English Spring.....(1st & 2d qly.)..... 11½ @ 13
English Blister.....(1st & 2d qly.)..... 12½ @ 20
English Machinery..... 14 @ 16
German..... 16½ @ 17
American, Blister..... 11½ @ 12
American, Cast, Hammered..... 18 @ 22
American, Cast, Rolled..... 13 @ 15
American Spring..... 11 @ 12
American Machinery..... 14 @ 15

COPPER—DURY: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 43 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 34 cents per lb.

Sheathing, New.....(suite)..... per lb. 44 @ 45
Sheathing, Yellow..... @ 38
Pig, Chile..... @ @
Bolia..... @ @
Brazil..... @ 45
American Ingot.....(cash)..... 51 @ 31½

LEAD—DURY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena..... per 100 lb. @ @ @
Spanish..... 6 75 @ 6 87½
German Refined..... 6 75 @ 7
English..... 6 75 @ 7 12½
Bar..... per lb. @ 10 50
Pipe and Sheet..... @ 10 70

TIN—DURY: Pig, Bar and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca.....(gold) per lb. 20 @ 20½
Straits.....(gold)..... 19½ @ @
English.....(gold)..... @ 20

(Gold..... Currency.)

Plates, I.C.Charcoal p. box 9 87½ @ 10 15 @ 15 50
Plates, I.C.Coke 7 25 @ 8 11 @ 13 50
Plates, Coke Terne 7 @ 7 50 10 60 @ 11 25
Plates, Charcoal Terne 9 87½ @ 10 14 75 @ 15

NAILS—DURY: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash)

Cut, 4d.&6d.....(cash)..... per 100 lb. 6 75 @ 7
Clinch.....(cash)..... 8 @ 8 50
Copper..... @ 50
Assable Horse, Norway Iron, Forged..... @ 33
Zinc Nails (6 mos.)..... @ 20

PETROLEUM—DURY: Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity..... 26½ @ 27
Rogued, tree L. S. to White..... 58 @ @
Ref'd, in bond, prime L. S. to White..... 42½ @ 43
Ref'd, in bond, Standard White..... 44 @ 44½
Naphtha, Refined (60@63 gravity)..... 38 @ 39

CANAL AND NAVIGATION BONDS

DESCRIPTION OF BONDS.	Amount out- standing.	Interest.	Payable	Principal payable.	Market Price.
Cheapeake & Delaware:					
1st Mortgage.....	\$2,657,343	6	J. & J	1886	91
Cheapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " " " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	"	18	----
Delaware Division:					
1st Mortgage.....	800,000	6	J. & J.	1878	78½
Delaware & Hudson:					
Mortgage.....	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					----
Erie and Penn.:					
Bonds.....	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage.....	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	57½
Monongahela Navigation:					
1st Mortgage.....	125,000	6	J. & J.	1863	----
2d Mortgage.....	57,000	6	" "	1865	----
Forris:					
1st Mortgage.....	455,500	6	A. & O.	1876	92
2d Mortgage.....	295,750	6	"	-----	90
Bont Loan.....	99,862	6	"	-----	90½
North Branch:					
1st Mortgage.....	590,000	6	M. & N.	1876	80
Shuylkill Navigation:					
1st Mortgage.....	1,764,550	6	M. & S.	1872	89
2d Mortgage.....	3,980,670	6	J. & J.	1882	81½
Improvement	1,601,670	6	M. & N.	1876	72
Lehigh & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. sig. loan converted	200,376	5	"	1865	----
Mortgage bonds	968,000	6	" "	1878	58
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage.....	3,000,000	6	M. & N.	1883	24
West Branch & Susqua:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	87
Wyoming Valley.					
1st Mortgage.....	600,000	6	J. & J.	1878	85

New York Stock Exchange

Actual Sale Prices for the week ending 1/10/20

Th 2. F. 3. Sat. 4. M. 6. Tu. 7. We.

	Americ.	Europe.	Asia.	Austral.	Pac.	Ind.	Other.	Total.
Atlantic M. S. S. Co.....	112	---	---	---	---	---	---	112
At. & Gt. W. (O) 1st mt.....	---	---	---	---	---	---	---	---
Buffalo, N.Y. & E., 1M.....	115	---	---	---	---	---	---	115
California Ts.....	---	85	---	---	---	---	---	85
Canton Co.....	534	534	---	---	---	---	---	534
Central Am. Transit.....	---	---	---	---	---	---	---	---
Chicago & Alton.....	109½	109½	---	---	---	---	---	109½
" " pref.....	---	---	---	---	---	---	---	---
" " 1M.....	---	---	---	---	---	---	---	---
" " S.F.....	---	---	---	---	---	---	---	---
" " Inc.b'ds.....	---	---	---	---	---	---	---	---
" " C.p.c.....	---	---	---	---	---	---	---	---
Chgo. & Northwest.....	37½	36½	37	36½	36½	---	---	36½
" " 1st M.....	67½	67	67½	67½	67½	---	---	67½
" " 2d M.....	---	---	---	---	---	---	---	---
" " A.F.....	---	---	---	---	---	---	---	---
" " A.B.....	---	---	---	---	---	---	---	---
" " I.B.....	---	---	---	---	---	---	---	---
Chicago & Rock Isl.....	103½	103	103½	104½	105½	---	---	104½
" " 1st M.'70-101.....	---	---	---	---	---	---	---	---
Clev., Col. and Cin.....	112	111	---	---	---	---	---	111
Clev. and Pittsburgh.....	88½	87	86½	86½	87½	---	---	88½
" " 2 M.....	---	---	---	---	---	---	---	---
" " 3 M.....	---	---	---	---	---	---	---	---
" " 4 M.....	---	---	---	---	---	---	---	---
Clev. and Toledo.....	116½	116½	116½	116	116	---	---	116½
" " S.F. 7 p.c.....	---	---	---	---	---	---	---	---
Cumberland Coal, pref.....	47½	47	47½	47½	47	---	---	47½
Del. & Hudson Canal.....	151	151½	161	---	---	---	---	151½
Del., Lack. & West.....	---	---	---	---	---	---	---	---
" " 1M, 8 p.c.'71-5.....	---	---	---	---	---	---	---	---
" " 2M, 8 p.c.'81.....	---	---	---	---	---	---	---	---
Erie.....	69½	68½	69	68½	68	68½	---	68½
" " pref.....	---	---	---	---	---	---	---	---
" " 1 M. 7 p.c.'87.....	---	---	---	---	---	---	---	---
" " 2 M. 7 p.c.'79.....	---	---	---	---	---	---	---	---
" " 3 M. 7 p.c.'85.....	---	---	---	---	---	---	---	---
" " 4 M. 7 p.c.'80.....	---	---	---	---	---	---	---	---
" " 5 M. 7 p.c.'88.....	---	---	---	---	---	---	---	---
Galeana and Chicago.....	---	---	---	---	---	---	---	---
" " 1M, 7 p.c.'82.....	---	---	---	---	---	---	---	---
Hann. & St. Joseph.....	---	---	---	---	---	---	---	---
" " pref.....	---	---	---	---	---	---	---	---
" " bonds.....	---	---	---	---	---	---	---	---
Hudson River.....	121	121	121½	121½	121	121½	---	121½
" " scrip.....	---	---	---	---	---	---	---	---
" " 1M, 7 p.c.'69-100.....	---	---	---	---	---	---	---	---
" " 2M, S.F.....	---	---	---	---	---	---	---	---
" " 3M, 7 p.c.'75.....	---	---						

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	103	103	103	103	103	103
U. S. 5s, 1871, coup.	103	103	103	103	103	103
U. S. 5s, 1874, reg.	99	99	99	99	99	99
U. S. 5s, 1874, coup.	99	99	99	99	99	99
U. S. 5s, 1886, coup.	99	99	99	99	99	99
U. S. 5s, 10-40s, coup.	99	99	99	99	99	99
U. S. 5s, 10-40s, reg.	109	109	109	109	109	109
U. S. 5s, 1881, reg.	109	109	109	109	109	109
U. S. 5s, 1881, coup.	109	109	109	109	109	109
U. S. 5s, '81, O.W.Ly.	109	109	109	109	109	109
U. S. 5s, 1881, 1y.	129	129	129	129	129	129
U. S. 5s, 1887, reg.	104	104	104	104	104	104
U. S. 5s, 1888, reg.	104	104	104	104	104	104
U. S. 5s, 1888, coup.	104	104	104	104	104	104
U. S. 5s, 1 year cert.	108	108	108	108	108	108
U. S. 5s, 5-20s, c. 1882. 108	106	106	106	106	106	106
U. S. 5s, 5-20s, c. 1884. 106	106	106	106	106	106	106
U. S. 5s, 5-20s, c. 1885. 106	106	106	106	106	106	106
U. S. 5s, " reg.	106	106	106	106	106	106
7.30 Notes, 1st series. 104	104	104	104	104	104	104
" 2d series. 104	104	104	104	104	104	104
" 3d series. 104	104	104	104	104	104	104
American Gold.	104	104	104	104	104	104

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Ontario						
" preferred	38	38	38	37	37	37
Camden & Amboy						
" 6s, '67	125	125	125	123	123	123
" 6s, '70	87	87	87	87	87	87
" 6s, '75	87	87	87	87	87	87
" 6s, '83	87	87	87	87	87	87
" 6s, '89	87	87	87	87	87	87
" mort. 6s, '89	94	94	94	94	94	94
Ches. & Del. Canal						
6s, '86	91	91	91	91	91	91
Del. Div. Canal						
6s, '86	57	57	57	57	57	57
Elmira & Wmport						
" pref.	78	78	78	78	78	78
Lehigh Navigation						
" 6s, '84	87	87	87	87	87	87
Lehigh Valley R. R.						
" 6s	65	65	65	65	65	65
Little Schuylkill R. R.						
" 7s	33	33	33	33	33	33
Long Island						
" 6s	55	55	55	55	55	55
Minehill						
" 6s	83	83	83	83	83	83
Morris Canal						
" pref.	78	78	78	78	78	78
" 6s, '76	39	39	39	39	39	39
North Pennsylvania						
" 6s	90	90	90	90	90	90
" 10s	94	94	94	94	94	94
Northern Central						
" 4s	46	46	46	46	46	46
Pennsylvania R. R.						
1st m., 100	56	56	56	56	56	56
2d m., 100	56	56	56	56	56	56
Penn. State, 5s						
coupon	93	93	93	93	93	93
" 6s, coupon	101	101	101	101	101	101
" 6s, W. L.	94	94	94	94	94	94
Philadelphia City, 6s						
" new	98	98	98	98	98	98
" munc.	97	97	97	97	97	97
Philad. Germ. & Nor.						
" 6s, '86	56	56	56	56	56	56
" 6s, '70	31	31	31	31	31	31
Philad. & Sunbury, 7s						
" pref.	27	27	27	27	27	27
" 6s, '82	35	35	35	35	35	35
" 6s, '76	81	81	81	81	81	81
" 6s, '72	15	15	15	15	15	15
Susq. Canal						
" 6s, '78	57	57	57	57	57	57
Union Canal, pref.						
" 6s, '83	24	24	24	24	24	24
West Br. Canal 6s '78						
Wyoming Valley Canal						
" bonds	18	18	18	18	18	18
Hestonville, (Horse)						
" 18	18	18	18	18	18	18
Chestnut & Wal.						
" 8s	88	88	88	88	88	88
Green & Coates,						
" 2d and 3d streets	38	38	38	38	38	38
Spruce & Pine,						
" 38	38	38	38	38	38	38

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore City 6s, 1875						
" 1880	97	97	97	97	97	97
" 1870	100	100	100	100	100	100
" 1890. 100	100	100	100	100	100	100
Balt. and Ohio						
" b'ds, '82	112	114	114	114	114	114
" " '87	112	114	114	114	114	114
" " '78	112	114	114	114	114	114
" " '80	112	114	114	114	114	114
" " '86	112	114	114	114	114	114
Northern Central						
" 47	47	47	47	47	47	47
" b'ds, '85	86	86	86	86	86	86
" " '93	93	93	93	93	93	93
City Passenger R. R.						
" 93	93	93	93	93	93	93

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Boston and Lowell						
Boston and Maine	127	127	127	127	127	127
Boston and Providence	138	138	138	138	138	138
Boston and Worcester	140	140	140	140	140	140
Chester, pref.						
50	50	50	50	50	50	50
Concord						
65	65	65	65	65	65	65
Connecticut River						
107	107	107	107	107	107	107
Eastern, Mass.						
107	107	107	107	107	107	107
Eastern, N. H.						
110	110	110	110	110	110	110
Fitchburg						
108	108	108	108	108	108	108
Manchester & Law're						
103	103	103	103	103	103	103
Michigan Central						
101	101	101	101	101	101	101
Northern, N. H.						
103	103	103	103	103	103	103
Old Colony & Newport						
101	101	101	101	101	101	101
Ph. Wil. & Baltimore						
55	55	55	55	55	55	55
Port'd, Saco & Ports						
100	100	100	100	100	100	100
Vermont & Canada						
97	97	97	97	97	97	97
Vermont & Mass.						
49	49	49	49	49	49	49
Western						
140	140	140	140	140	140	140
Broadway (Horse)						
51	51	51	51	51	51	51
Cambridge						
51	51	51	51	51	51	51
Metropolitan						
51	51	51	51	51	51	51
Middlesex						
51	51	51	51	51	51	51
Central Mining Co.						
43	43	43	43	43	43	43
Copper Falls						
43	43	43	43	43	43	43
Franklin						
47	47	47	47	47	47	47
Huron						
42	42	42	42	42	42	42
Isle Royale						
10	10	10	10	10	10	10
National						
9	9	9	9	9	9	9
Minnesota						
9	9	9	9	9	9	9
Pewabic						
36	36	36	36	36	36	36
Pittsburg						
45	45	45	45	45	45	45
Quincy						
43	43	43	43	43	43	43
Rockland						
8	8	8	8	8	8	8

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of July.

United States 5-20 yrs., 1882, 6 per cent	094 @ 70
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	45 @ 47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	65 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	44 @ 45
Erie shares, \$100 (all paid), 8 p. c.	43 @ 44
Do., convertible bonds, 6 p. c.	65 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent, 1875	71 @ 73
Do. \$100 shares (all paid)	77 @ 78
Marietta and Cincinnati R. R. bonds, 7 p. c.	65 @ 70
New York Central \$100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c.	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. \$50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	@ -
Do., with option to be paid in Philadelphia	@ -

American Railroad Journal.

Saturday, August 11, 1866.

Stock Exchange and Money Market.

The tendency of the money market, all through the week, has been to increased ease; from the accumulation of capital seeking reliable and remunerative temporary employment at this centre in the absence of anything like general activity in commercial circles. Speculation at the Stock Boards, though augmenting in volume as the season progresses, has not been equal to the absorption of the means available, at unusually low rates, to all first class borrowers. Lenders have been investing very freely in the public funds, for the sake of the liberal interest which they yield. The disposition to purchase the National Stocks, for such purposes, has been greatly strengthened by the last and decidedly most favorable official exhibit of the public debt, which showed that the aggregate of the debt had been reduced \$37,189,091 in the two months ending with August 1, 1866, and \$124,154,000 in the twelve months ending on the same day. The reduction, or, more correctly speaking, liquidation of the debt, since the 1st of last June, has been progressing at the rate of over eighteen and a half million dollars a month, or equal to nearly two hundred and twenty-five

millions a year, at which rate, the whole debt would be cancelled in about eleven years, or four years before the maturity of the six per cent. bonds of 1881. At the average rate of liquidation for a year past—about ten and a half million dollars a month—the debt would all be paid off long before the maturity of the U. S. Six per cent. thirty year railroad aid bonds of 1865. The net aggregate of the debt was on the 1st inst., \$2,633,099,273, against \$2,670,288,368 June 1st, 1866, \$2,689,689,843 on the 1st of May, 1866, and \$2,757,689,571 on the 1st of September, 1865. The total of the gold bearing portion of the debt is now \$1,242,628,442; and of the currency bearing portion, \$1,079,668,960. The non-interest bearing part of the debt stands at \$443,449,046, as against \$452,031,603 on the 1st of June—showing a reduction in this item of \$8,582,557 in two months. The cash on hand in the National Treasury on the 1st inst., was \$137,317,333 (\$61,322,127 in coin and \$75,995,206 in currency), as against \$129,691,083 on the 1st of June. The figures show a gain of \$10,642,168 in the coin reserve, and a loss of \$3,015,919 in the currency reserve of the Treasury Department, within the two months. Of the coin on hand on the 1st inst., (of which nearly forty-one millions were in the U. S. Sub-Treasury in this city) about forty-five millions belonged absolutely to the Government, as against only about twenty-eight millions thus owned on the 1st of June. The outstanding gold certificates on the 1st of August were \$16,403,180, against \$22,668,320 on the 1st of June, showing a wholesome reduction in this item of National obligation. The outstanding legal tender circulation on the 1st inst., was \$566,373,868, against \$564,140,458 June 1, 1866, and \$684,138,950 on the 1st of September, 1865. Altogether the statement of the debt on the 1st inst., was very satisfactory and encouraging; and its favorable influence on the money and stock markets is being gradually and distinctly developed. Call loans are now quoted at 3@5, generally at 4 per cent.; and prime discounts at 5@6½, mainly 5½@6 per cent. per annum. The city banks, last week, increased their loans, \$196,646, the legal tender reserve, \$1,529,265, and their circulation, \$66,568; while they lost \$426,221 of their deposits, and \$252,171 of their specie. Their legal tender reserve now amounts to \$86,235,079, as against \$79,541,638 at the close of the first week in July; and their specie reserve is \$9,448,900, as against \$9,865,266 July 7, 1866. They have been losing specie since July 14, when the aggregate on hand was \$12,451,684. The Bank Exchanges at the Clearing House, through the past week, averaged \$87,204,469 a day, against a daily average of \$71,720,801 the preceding week; and \$95,225,818 the week ending with July 21st. The daily exchanges are increasing as business revives.

The U. S. Sub-Treasury receipts, week ending with Aug. 4, were \$18,578,526, including \$2,794,658 from customs duties; payments, \$22,015,195

The gold speculation was quite weak in the forepart of the week, in the absence of any special influence favorable to buoyancy. The rates receded from 148 $\frac{1}{8}$ on the 2d inst. to 147 $\frac{1}{2}$ on Monday. Since that day, there has been a gradual rally in the market, the inflation having been most marked on Wednesday, when the prices rose to 148 $\frac{7}{8}$ @149, on a renewal of the demand, chiefly on speculative account. The customs drain is fair in amount, and is the main legitimate support of the market at present. Last week, the customs revenue at this port averaged \$465,776 a day; thus far, this week, the daily average has been \$384,500. There is no export inquiry, this week. Saturday's specie exports were only \$414,516, largely in the form of silver bars. The foreign demand for silver is now more urgent than that for gold. Of the silver bars shipped on Saturday, \$221,987 went to Hamburg, by the Borussia. The Sub-Treasury disbursements of coin interest, last week, were only \$168,900, against \$292,231 the preceding week. The specie exports from this port, thus far in the current calendar year, have been \$51,824,771, against \$18,647,998 same time last year.

There has been a slight improvement in the foreign exchange market, towards the close of this week. Importers have been more disposed to purchase prime bills, apprehending a rise, rather than a fall, in the gold market, before the full resumption of the fall trade. Prices of bills, especially sterling, have stiffened a fraction, but they still rule considerably below the specie shipping point, thus precluding any immediate foreign drain on our coin supply. Prime bankers' sixty day bills on London, which were down to 107 $\frac{1}{2}$, have been quoted up to 107 $\frac{3}{4}$ @108, and on Paris to 5.25@5.18 $\frac{3}{4}$; sight bills on London to 108 $\frac{3}{4}$ @109 $\frac{1}{4}$; and on Paris to 5.17 $\frac{1}{2}$ @5.15. The foreign demand for our public stocks continues active. Liberal shipments of 5-20s have been made, since our last. These have added to the available supply of prime bills, made chiefly by German houses. There have been fewer commercial bills offered, in view of the slight diminution of our produce exports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of \$2,950,505, against \$1,781,971 same week last year. The exports since January 1, have been to the value of \$122,426,928, or about thirty million dollars in excess of the exports, same time last year.

In Government securities of all classes, the business of the week has been unusually extensive at steadily advancing prices. The investment demand has been very brisk for all the interest bearing obligations, particularly the 5-20s of the several issues, and the first and second series of the Seven Thirties. A heavy conversion business has been transacted at a profit of from 2@2 $\frac{3}{4}$ per cent. by the holders of the 5-20s of 1862 exchanging their bonds for bonds of the issue of last year. At the Sub-Treasury, and through the Government Loan Agency, likewise, large amounts of the 5-20s of 1865 have been issued in exchange for the 7-30s of August 1864, under the instructions, referred to in our last, limiting the privilege of converting the 7-30s into 5-20s of 1865, to the holders of the first series of the 7-30s, maturing in August, 1867. The U. S. Assistant Treasurer at this port has given notice that Schedules of thirty

or more "7-30" Coupons, maturing on the 15th inst., will now be received for examination at the Interest Department of the U. S. Treasury.

The Treasurer also announces that he will be prepared on the 15th instant, to pay the coupon on the first series of 7-30 per cent. Treasury Notes of the United States. These notes are now convertible at the Treasury Office in New York or at Washington, free of expense to the holders, into the United States 5-20 gold bearing stock of 1865—registered or coupon. The exchange can be made before or after the 15th August coupon. If before, the holder will receive seventy-five days' interest from 15th February last to 1st May, at the rate of 7-30 per annum, or two cents per day, on each \$100, in addition to the 5-20 stock at par, dating and carrying interest in gold at 6 per cent. from 1st May. If after the 15th August coupon shall have been collected, the holder will have to repay the back interest for 107 days from the 1st May last, so as to equalize the exchange of the Treasury notes for the 5-20 bonds. It should be distinctly understood that only the first of August series of the 7-30s are allowed the privilege of immediate conversion. Conversion on the maturity of all the notes is alone the absolute privilege of the holders of the notes.

Railway and miscellaneous property was in less urgent investment and speculative demand up to the close of business on Monday, and the market generally yielded, under liberal realizations. The favorable public debt statement, and the present and prospective ease in money have led to a revival of confidence in the buoyancy of stock values, and business has rapidly regained the wonted activity in nearly all the interests represented at the calls of the Stock Boards. The dealings of Wednesday were decidedly more comprehensive and on a strengthening market, the bull element having been aided by an universal combination of propitious influences. The leading railways make highly encouraging reports of their current earnings and a brisk fall traffic is anticipated. The good dividend paying stocks derive marked benefit from this source, which is more or less directly advantageous to all the share property dealt in at the Stock Boards. Cheap money is, however, the potential support of the present upward movement in the Stock Market.

In general business, there has been rather more animation, and toward the close, more buoyancy has been discernable. The rally in gold from the depression of the fore part of the week has tended to increase the demand for domestic produce, prices of which close rather in favor of sellers. The main exception has been cotton, which has been unfavorably affected by recent advices from England. The week's exports of cotton have been 2,855 bales from this port, and 7,500 bales from all the shipping ports, leaving an available supply of 120,000 bales here, and 275,000 bales at all the shipping ports. The total exports of cotton from the United States, since Sept. 1, 1865, have been 1,480,000 bales. In foreign merchandise there has been only an average summer trade, at drooping prices. The Dry Goods interest in all branches is suffering from the backwardness of buyers, on a market oppressed by accumulating supplies. The total imports of foreign dry goods, last week, were \$2,738,730, and the total amount marketed \$2,073,383. The value of foreign merchandise imported last week, was \$2,424,784—making the

grand total value of last week's imports of dry goods and merchandise, \$5,163,514.

The quotations for American securities and consols on the London Stock Exchange were as under on the dates named:

	July 21.	July 28.	Aug. 6.
U. S. 5-20's	70 $\frac{1}{2}$ @71	69 $\frac{1}{4}$ @69 $\frac{1}{2}$	68 $\frac{1}{2}$
Erie	44 $\frac{1}{4}$ @44 $\frac{3}{4}$	41 @42	—
Consols	88 $\frac{3}{8}$ @88 $\frac{1}{2}$	88 $\frac{1}{4}$ @88 $\frac{3}{8}$	87 $\frac{3}{4}$

The New York exports, exclusive of specie, for the week ending Aug. 7, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	\$1,781,971	\$2,959,505
Prev. reported	90,552,365	119,467,423

Since January 1.....\$92,334,336 \$122,426,928

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	\$1,320,102	\$2,738,730
Gen. merchandise	2,947,227	2,424,784

Total for the week\$4,267,329 \$5,163,514
Prev. reported92,210,649 187,241,148

Since January 1.....\$96,477,978 \$192,404,662

The New Orleans Custom House receipts amounted in July to \$360,484. The receipts in July 1865, were \$107,748.

The balance in the Sub-Treasury on Wednesday was \$85,447,289 43.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s, Bounty Loan, 104 $\frac{1}{4}$; do, 6s, 1879, 97 $\frac{1}{2}$; Tennessee 6s, ex-coupon, 69 $\frac{1}{2}$; do, new, 66; North Carolina 6s, 84; do, ex-coupon, 62; do, new, 62; Ohio 6s, 1881, 100 $\frac{1}{2}$; Virginia 6s, 66 $\frac{1}{4}$; Brooklyn 6s, Water Loan, 95; Peninsula R. R. 1st mort., 84; Mc Gregor Western, 20; do, 1st mort., 65; New Jersey Central R. R., 127; Milwaukee and St. Paul, pref., 71 $\frac{1}{2}$; New Jersey R. R., 130; Catawissa, 79 $\frac{1}{2}$; Chicago and Milwaukee, 70; New York and New Haven, 112; Stonington, 110; Boston Water Power Co., 30; Central Coal, 51; American Coal, 58; Mariposa pref., 27 $\frac{3}{4}$; Western Union Tel., 56 $\frac{1}{2}$; do, Russian Extension, 108; Continental Bank, 100; 4th National Bank, 103 $\frac{1}{4}$; Bank of Commerce, 113; Central Bank, 110 $\frac{1}{2}$; Am. Ex. Bank, 113 $\frac{3}{4}$; Bank of Commonwealth, 104 $\frac{1}{2}$; Hanover Bank, 110; Corn Ex. Bank, 119; Bank of New York, 120 $\frac{1}{2}$; Mechanics Banking Ass., 108; Bank State of New York, 109.

Philadelphia.—Allegheny County coupon 5s, 72; Pittsburg 7s, 70 $\frac{1}{4}$; New Jersey 6s, 96 $\frac{1}{4}$; Warran and Franklin 7s, 80; Philadelphia and Sunbury 7s, 92; Morris Canal Boat Loan, 90 $\frac{1}{4}$; 13th and 15th streets, 21 $\frac{1}{2}$; Fulton Coal, 7; N. Y. and Middle Coal Fields, 5 $\frac{1}{2}$; Big Mt. Coal, 5; Clinton Coal, 5 $\frac{1}{2}$; New Creek Coal, 5 $\frac{1}{2}$; Locust Mt., 47; Keystone Zinc, 7 $\frac{1}{2}$; Farmers' and Mechanics' Bank, 129; Commercial Bank, 54 $\frac{1}{2}$; Bank of North America, 22 $\frac{1}{4}$; Caldwell Oil, 3 $\frac{1}{2}$; Ocean, 4 $\frac{1}{2}$; Maple Shade, 13 $\frac{1}{4}$. The latest quotations are: City 6s, 94 $\frac{1}{2}$ @95; do, new, 98 $\frac{1}{2}$ @98 $\frac{1}{2}$; State 5s, 93 $\frac{1}{4}$ @93 $\frac{1}{2}$; do, coupon, 93 $\frac{3}{4}$ @94 $\frac{1}{4}$; do, 6s, W. L., 101 $\frac{1}{4}$ @101 $\frac{3}{4}$; Phila., Wil. and Balt., 55 $\frac{1}{2}$; Reading, 56@56 $\frac{1}{2}$; do, 6s, 1870, 95@96; do, bonds, 90@90 $\frac{1}{2}$; do, con., 112@112; Camden and Amboy, 124 $\frac{1}{4}$ @125; Penn. R. R., 57 $\frac{3}{8}$ @57 $\frac{1}{2}$; do, 1st mort., 99@100; do, 2d mort., 96 $\frac{1}{2}$ @97 $\frac{1}{2}$;

Little Schuylkill R. R., 38½@39; Morris Canal, 81@83; do., pref., 118@121; do., bonds, 90¼@91; Wyoming Valley Canal, 65@68; do., 6s, 82@90; Susquehanna Canal, 14¼@15¼; do., 6s, 58@58¼; Sch. Nav., 26¾@27¾; do., pref., 35@35½; do., 6s, 1882, 81½@82; Union Canal bonds, 24@24½; Delaware Div. Canal, 55@57; do., bonds, 85@86; Elmira and Williamsport, 29@30¼; do., pref., 42@48; do., 7s, 1873, 93¼@100; Lehigh Coal and Navigation, 57½@57½; do., bonds, 1884, 87¼@87½; North Pennsylvania, 39¼@40; do., 6s, 90¼@90¼; Philadelphia and Erie, 32½@32½; do., 6s, 90¼@90¼; Minehill, 56@56½; Catawissa, 38@39¼; do., pref., 38@38¼; Lehigh Valley, 64½@65; do., bonds, 93@95; Fifth and Sixth streets, (horse), 40@50; Second and Third, 87@89; West Philadelphia, 67@70; Spruce and Pine, 37½@38½; Green and Coates, 30@32; Chestnut and Walnut, 54@55; Thirteenth and Fifteenth, 21@21½; Girard College, 27@29; Tenth and Eleventh, 55@60; Norristown, 58@58; Union, 42@42½; Hestonville, 18¾@18¾.

Boston.—Eastern R. R. 6s, 1874, 97½; do., 1885, 96¾; Vermont Central 1st mort., 116; do., 2d mort., 36½; N. Y. and Boston Air Line 6s, 40; Rutland and Burlington 1st mort., 90¾; do., 2d mort., 38½; Vermont Central and Vermont and Canada Chattle 8s, 103; Boston, Hartford and Erie 7s, 44; Ogdensburg and Lake Champlain R. R., 55; do., pref., 101¾; do 1st mort., 99; Boston Hartford and Erie, 10; St. Mary's Canal and Mineral Land Co., 84¾; Boston Water Power Co., 30½; Cary Imp., 12¾; Waverly Land, 4; Short Mt. Coal, 22¼; Mammoth Vein Coal, 10; Franklin Coal, 1.155; Cape Breton Coal, 2¾; Gilberton Coal, 20; Cook Gold, 1½; Bullion Consol., 2½; Smith and Parmalee Gold, 8.80; Augusta 6s, 1870, 95½; Springfield City 8s, 1888, 97; Chicago 7s, sewerage, 99½; Boston 6s, 1877, 101¾; Albany 6s, 1895, 94; do., 1879, 96; do., 1871 guar., 100¼; Cambridge 5s, 1882, gold, 95; Cook Co., Ills., 7s, 98¾; Massachusetts 5s, 1894, gold, 98¼; Great Basin Oil, 6c.; United States, 7.80; Buchanan Farm, 25c.; Massachusetts and Oil Creek, 91c.; New England, 15c.; Oil Creek, 32c.; Pittsburg and Boston 12c.; Bennehoff Run, 6.70; Indian Spring, 10c.; Stewart's Run Pet., 20c.; Pepper Well, 3; Maverick Bank, 106; Suffolk Bank, 117; North Bank, 110; Merchants' Bank, 122¾; Everett Bank, 99; Webster Bank, 114¼; Washington Bank, 121½; Howard Bank, 105; Allouez Mining Co., 3; Bay State, 15¼; Boston, 1½; Canada, 90c.; Dana, 3¼; Eagle River, 75c.; French Creek, 75c.; Hancock, 32½; Hanover, 8¼; Humboldt, 5½; Mesnard, 2¼; Madison, 3; Native, 1½; Petherick, 7¼; Pontiac, 1¾; South Side, 2¾; Star, 2½; St. Clair, 6½; Superior, 4¾; St. Mary's, 1; Winthrop, 2; Washington, 1½.

Baltimore.—Virginia 6s, registered, 40¼; Maryland 6s, 1870, 101; Western Maryland 1st mort., 94; Marietta and Cincinnati bonds, 79¾; Central Ohio R. R., 21; Atlantic Coal, 1.20; Penn. Oil, 0.15; Farmers' and Merchants' Bank, 43; Farmers' and Planters' Bank, 30; Union Bank, 63; Bank of Baltimore, 104¾; Citizens Bank, 14½; Mechanics Bank, 17¼. The latest quotations are: Balt. and Ohio, 113@114; do., 6s, 1867, 99@99; do., 1875, 96@97; do., 1880, 96¼@97; do., 1885, 98½@100; Northern Central, 46@46½;

do., bonds, 1885, 87@87¼; N. W. Va. 1st mort., 1873, 97@97; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 80¼@81; Central Ohio, 21@30; do., 1st mort., 82@90; Western Md. bonds, 75@75½; do., guar., 94@96; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 100@100; Baltimore 6s, 1870, 96½@97; do., 1873, 95@98; do., 1875, 99¼@99½; do., 1886, 99¼@100½; do., 1890, 100@100¾; do., coupon, 100@100; do., Park, 99½@100; do., 1892, 93@95; do., 5s, 1898-70, 83@83; City Passenger R. R., 18@18½; Canton Co., 51½@61; Gardner, 0.50@0.70; Am. Gas Coal, 0.40@0.60; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 104@105; Santa Clara, 7½@09; Balt. Chrome, 0.50@0.60; Bare Hill, 0.55@0.60; Atlantic Coal, 1.10@1.20; Mineral Hill, 0.60@0.80; Baltimore Coal, 140@200.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	June 1, 1866.	Aug. 1, 1866.
Debt bearing int. in coin.	\$1,195,825,191 80	\$1,242,628,441 80
Debt bearing interest in currency.	1,147,222,226 28	1,079,668,959 96
Matured debt not presented.	4,900,429 64	4,670,160 32
Debt bearing no interest.	452,031,603 04	443,449,046 91
Total.	\$2,799,979,450 76	\$2,770,416,608 99
Coin in Treasury.	\$50,679,957 72	\$61,322,126 57
Currency.	79,011,125 52	75,995,206 04
	\$129,691,083 24	\$137,317,332 61

Debt less cash in the Treasury. \$2,670,288,367 25 \$2,633,099,276 38

The total debt shows a decrease since the 1st of June of \$29,562,841 77. The balance in the Treasury shows an increase, as compared June 1st of \$7,626,249 37. Deducting the amount on hand from the aggregate debt, both on the 1st of June and the 1st of August, the decrease of debt would be \$37,189,091 14. The total debt on the 31st of August last stood at \$2,845,907,626 56. The balance in the Treasury at that date amounted to \$88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August 1865, and 1st of August, 1866, and the actual decrease in the Public Debt since that period has been \$124,590,295 05.

Tunnel under Chicago River.

The city of Chicago is now prepared to construct a Tunnel under the South Branch of Chicago River according to plans and specifications now on file at the office of the Board of Public Works in that city. Last year an ordinance was passed for the same, which was conditioned on the raising by private subscription of \$100,000. This did not succeed, and now the city will pay the whole expense, so that the work will go on without delay. The excavation will be clay probably. Proposals will be received until the 18th inst., and must be addressed to the Board of Public Works, Chicago, endorsed "Proposals for Washington Street Tunnel." The Tunnel will consist of three divisions, the outside ones for vehicles, to be eleven feet wide and fifteen feet

high; the middle one for pedestrians, to be ten feet wide, the latter terminating in a stairway at each end, beyond which the two tunnels will converge into one. The covered portion of the tunnel will be about 1,000 feet in length.

Connecticut and Passumpsic Rivers R. R.

The annual meeting of this company was held at Newport, Vt., on the 31st ult. The old Board of Directors was re-elected with Hon. Henry Keyes, of Newbury, Vt., as President, under whose excellent management the road has doubled its business within the last three years; and, notwithstanding large outlays for engines and cars, its receipts the past year, as will be seen by the Report which we give elsewhere, have exceeded the expenditures by more than \$175,000. A dividend on preferred stock of \$6 in money and \$10 in stock, for each share, has been paid. The managers have recently purchased a large track of land at Lyndon, where a machine shop will be speedily erected, to take the place of that burned at St. Johnsbury. It was voted to allow the old stock to become "preferred stock" by the payment of \$50 per share, and the directors were authorized to increase the capital by creating 4,000 shares. This is for the purpose of extending the track to the Canada line (six miles beyond Newport) from which point the Massawippi Valley Railroad will be built, to unite with the Grand Trunk Railway. The local business upon this road is rapidly increasing, and with the increase of facilities of transportation it will continue to increase. A large amount of lumber is being got out for the market in the northern part of Vermont, and 3,000 tons of ore from the copper mines in Corinth were sent down the road last year.

Lexington and West Cambridge Railroad.

The Annual Meeting of this Company was held on the 1st inst. The report states that the total receipts for the year have been \$33,025 25; and the expenditures, \$20,959 95. The past year has been one of great prosperity to the company. Full power to lease or sell the road, was granted the directors. The following gentlemen were chosen directors for the ensuing year: R. D. Blinn, W. E. Parmenter, David Wood, Charles T. Crocker and Geo. Fay.

Memphis and Little Rock Railroad.

The St. Louis *Dispatch* says: "We learn that efforts are being made to complete the above road from Memphis to Duvall's Bluff. Mr. R. C. Brinkley and Mr. W. Greenlaw, on behalf of the road, obtained subscriptions in Memphis to the amount of \$95,000. We hope the road will in a short time be pushed down to the Texas border, as was, we believe, contemplated by its originators. The completion through from Memphis will not, however, be without advantage to St. Louis."

Clinton and Fort Hudson Railroad.

Work has been commenced upon this road, though with but few hands. The Clinton *Democrat* says: Geo. A. Neafus, the President of the company, has been to New Orleans, with the view of hiring labor and procuring the necessary tools and materials for the work. His success was not as complete as he expected. The managers, however, are confident that they will have it in running order for the fall trade. It is sincerely hoped that their expectations may be realized."

The Savannah and Memphis Road.

Much light has been thrown on the advantages of this road as a freight road by the recent discussions. As a freight route between Savannah and Louisville, Cincinnati, St. Louis, Cairo and Chicago, it can never have a show of competition. The direction from Savannah to Tusculumbia is from southeast to northwest, and comes as near being an air line as a railroad can be made. From Tusculumbia, the head of navigation on the Tennessee river, that stream runs a due north course to where it empties into the Ohio river, a short distance from the mouth of that stream. From the mouth of the Tennessee to where the Ohio river empties into the Mississippi, the course is northwest to Cairo, on the Mississippi. From Cairo to St. Louis the course of the Mississippi is from South to North. From Tusculumbia by the rivers, and the Illinois Central Railroad from Cairo to Chicago, Louisville, St. Louis and Chicago, are about equi-distant. The Tennessee river is navigable, as all Western men know, for first class boats all the year, to Colbert's Shoals, about seven miles below Tusculumbia; and on these shoals there is never less than three feet water. This brings the entire Western country in easy communication with Tusculumbia. From Tusculumbia to Opelika, by an air line, is 195 miles—but allowing for curves to avoid insurmountable obstructions, we put the road down at 220 miles. The links in the road from Opelika to Savannah are complete via Columbus and Macon—a distance of 319 miles—thus connecting the navigable waters of the great West with the Atlantic by rail at the short distance of 539 miles.

The only present practicable freight route by rail with the West, is *via* Chattanooga and Nashville to Johnsonville, on the Tennessee river. From Johnsonville to Savannah by rail, is 602 miles; Tusculumbia to Savannah 541—difference in favor of the Savannah and Memphis route, 121 miles. Johnsonville to Macon 471; Tusculumbia to Macon 350—difference in favor of Tusculumbia route, 121 miles. Johnsonville to Columbus, *via* West Point, (the shortest route, but which competes in freight rates only with the route by Macon 571) 506 miles. Tusculumbia to Columbus 250 miles—difference in favor of Tusculumbia, 256 miles. Johnsonville to Atlanta 367 miles; Tusculumbia to Atlanta *via* Opelika 331—difference in favor of Tusculumbia 35 miles. These are facts that can not be controverted, and is conclusive proof that the Savannah and Memphis road is bound to be the road for freight and travel between the Great West and the entire country composing Middle, Eastern, Western and Southern Alabama, Western, South-western, Middle and Southern Georgia, and East Florida; and by its connection with the Charleston and Memphis road at Tusculumbia, supersedes all other routes for the freight and travel between Savannah and Memphis.

The advantages to Montgomery and Selma, Alabama, of this road, over their pet schemes, are of such a character, as would be folly in them to overlook. Near Elyton, about 120 miles from Montgomery, about the same distance from Selma, the Savannah and Memphis road crosses the track of the Alabama Central road, being built from Montevallo to Decatur. This will put them in communication by our road with the Great West at Tusculumbia, by water, at a distance from the initial point, about the same as that to Decatur—a saving in shipment by rail, of two hundred miles—the distance from Decatur to Johnsonville, where the route meets water communication. From Montevallo to Selma a railroad is already in operation. A road is being built from Montevallo to Montgomery. It is not to be expected that these rival cities will be in a hurry to abandon their favorite bantling to Decatur, but as interest generally rules in business matters with sagacious men, it is reasonable to presume they will not be slow to see that, with the Savannah and Memphis road built, there will be little necessity for the Alabama Central, beyond the junction of that road with the Savannah and Memphis; and that not only will the Central, beyond the

initial point be abandoned, but that the capitalists of both cities will seek our road as a profitable investment.—*Columbus Sun*.

Railroad Earnings.—Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Aug. 3d, 1866, were \$53,963 95
Corresponding week of 1865 57,874 73

Decrease \$3,910 78

The earnings of the Grand Trunk Railway of Canada for the week ending July 28th, 1866, were \$124,474 00
Corresponding week of previous year 117,470 00

Increase \$7,004 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in July, 1866 .. \$31,008 00
Corresponding week previous year 36,338 67

Decrease \$5,330 67

The earnings of the Western Union Railroad for the week ending July 31, 1866 \$22,239 85
Corresponding week previous year 17,296 35

Increase \$4,943 50

The earnings of the Chicago and Great Eastern Railway for 4th week in July were \$27,374 17
Same period last year 25,288 54

Increase in 1866. \$2,085 63

The earnings of the Chicago and Northwestern Railway for the fourth week in July, 1866 were \$213,186 00
Corresponding week of previous year. 235,764 00

Decrease \$22,578 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in July, 1866, were \$50,911 00
Corresponding week of previous year 56,757 00

Decrease \$5,846 00

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st July, inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865 ..	282,500	2,958,900	3,595,900	159,500
1866 ..	108,300	1,372,000	8,999,400	105,000

	Dec. 174,200	1,586,900	*5,403,500	54,500
* Increase.				

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 491,580 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated:

	1864.	1865.	1866.
Canal opened— April 30.		May 1.	May 1
Flour, bbls.	343,400	282,500	108,300
Wheat, bush.	7,164,200	2,958,900	1,372,000
Corn, bush.	2,557,800	3,505,900	8,999,400
Barley, bush.	142,100	159,500	105,000
Oats, bush.	3,128,400	4,386,800	3,679,900
Rye, bush.	64,500	177,700	410,600
Malt, bush.		249,000	103,700
Beef, bbls.	5,400	7,190	100
Pork, bbls.	47,700	14,050	7
Bacon, lbs.	559,300	1,231,900	
Butter, lbs.	24,000	49,100	39,609
Lard, lbs.	1,203,000	1,745,500	56,900
Cheese, lbs.	46,000	824,500	126,600
Wool.	23,200	151,900	104,400

Commerce of New York.

The Exports from New York to Foreign Ports for the month of June are officially stated as follows:

	1865.	1866.
Domestic produce	\$8,079,802	\$9,601,089
Foreign free goods	35,417	55,074
Do. dutiable	181,425	606,255
Specie and bullion	5,199,472	15,890,956

Total exports \$13,446,116 \$26,153,374
Do. exclusive of specie.. 8,246,644 10,262,418

The Exports from New York to Foreign Ports for six months from January 1, were:

	1865.	1866.
Domestic produce	\$68,148,767	\$104,254,136
Foreign free goods	634,896	458,794
Do. dutiable	2,143,022	3,025,987
Specie and bullion	17,915,759	45,782,430

Total exports \$88,842,444 \$153,521,347
Do. exclusive of specie.. 70,926,685 107,738,917

The Exports from New York to Foreign Ports for the fiscal year ending June 30, were:

	1864-'5.	1865-'6.
Domestic produce	\$184,617,834	\$210,352,823
Foreign free goods	2,419,689	762,633
Do. dutiable	15,835,262	4,323,375
Specie and bullion	39,589,259	57,870,354

Total exports \$242,462,044 \$273,309,185
Do. exclusive of specie. 202,872,785 215,438,831

The Foreign Imports at New York for the month of June were:

	1865.	1866.
Entered for consumption.	\$8,542,271	\$10,682,723
Entered for warehousing.	7,123,792	10,957,050
Free goods	953,226	1,002,330
Specie and bullion	236,032	94,549

Total entered at port \$16,855,321 \$22,736,652
Withdrawn from wareh'se 6,346,958 8,967,431

The Foreign Imports at New York for six months from January 1, were:

	1865.	1866.
Entered for consumpt'n.	\$38,125,398	\$88,759,762
Entered for warehousing 37,811,119		66,426,467
Free goods	5,023,712	7,086,616
Specie and bullion	1,051,823	1,180,186

Total entered at port \$82,012,052 \$163,403,031
Withdrawn from wareh'e 41,626,821 49,993,854

The Foreign Imports at New York for the fiscal year ending June 30, were:

	1864-'5.	1865-'6.
Entered for consumpt'n	\$67,079,520	\$179,101,519
Entered for warehousing 82,206,122		112,856,494
Free goods	10,603,200	12,423,741
Specie and bullion	1,890,431	2,251,644

Total entered at port \$161,779,273 \$306,133,398
Withd'n from wareh'se. 76,267,862 88,891,375

The following is a description of Imports for the year ending June 30:

	1864-'5.	1865-'6.
Dry goods	\$49,853,939	\$137,055,834
General merchandise.. 110,034,903		166,825,920
Specie and bullion	1,890,431	2,251,644

Total imports \$161,779,273 \$306,133,398

Revenue from customs at New York:

	1865.	1866.
In June	\$7,837,075 84	\$9,559,898 38
Previous 5 months. 28,858,501 23		57,988,291 40

Total in 6 months. \$36,695,577 07 \$67,548,189 78
Total fiscal year .. \$61,169,479 80 \$132,625,518 65

The Albany Railway Company commenced running their cars to Kenwood on the 16th inst.

Philadelphia Passenger Railroad Dividends.

The following dividends have been declared by the Philadelphia Passenger Railroad Companies—most of them payable in July: The Spruce and Pine Streets Railroad Company, one dollar and fifty cents per share, and an extra of one dollar per share, free of tax. The Green and Coates Streets Railway Company, one dollar and twenty-five cents per share, free of tax. The Second and Third Street Passenger Railway Company, five per cent., free of taxes. The Philadelphia City Passenger Railway Company, three dollars per share, free of taxes. The Union Passenger Railway Company, one dollar and fifty cents per share, free of tax. The Girard College Passenger Railway Company, one dollar per share, clear of taxes. The West Philadelphia Passenger Railway Company, five per cent., clear of taxes. The Philadelphia and Gray's Ferry Passenger Railway Company, one dollar and fifty cents per share, and an extra dividend of one dollar per share, clear of taxes.

The Baltimore City Passenger Railway Company, also paid in July a dividend of 3 per cent., free of United States tax.

The Broadway and Seventh Avenue Railroad Company, New York, paid in July a dividend of five per cent.

Connecticut and Passumpsic Rivers R. R.
The receipts and expenses of this road for the years ending May 31, 1865 and 1866, have been as follows:

	1865.	1866.
Receipts:		
From passengers	\$172,385 17	\$174,501 44
" freight	240,975 67	290,724 28
" mails	10,600 00	10,600 00
" express	3,000 00	3,500 00
" rents	1,219 50	1,251 62
	\$428,180 34	\$480,577 34
Expenses, viz:		
Maintenance of road	\$58,950 77	\$76,690 70
Motive power	83,664 73	110,327 93
Fuel	28,961 92	32,921 26
Oil and waste	4,306 59	5,627 80
Passenger department ..	13,983 61	13,061 73
Freight department	19,498 67	22,038 09
Loss and damage	5,323 36	3,928 98
Repairs of buildings	5,071 70	8,726 97
Insurance	1,495 57	2,279 82
Miscellaneous expenses ..	22,453 18	28,980 86
	\$243,710 10	\$304,584 09
Net balance	\$184,470 24	\$175,993 25

The tracks, road-bed and rolling stock are in thorough repair—28,932 sleepers, 110 tons new iron, 101 tons re-rolled and 4,600 repaired rails have been laid. One freight locomotive, 2 passenger, 4 box and 22 platform cars have been added to the equipment. Two passenger, 9 box, 1 mail and 2 platform cars have been thoroughly repaired. Two platform, 6 box, 4 rack, 13 coal and 4 hand cars have been rebuilt. Wood sheds have been erected at white River Junction, and South Barton, and a temporary shop at St. Johnsbury.

On the 21st day of March last, the company's machine and car shop, with tools, machinery and supplies in shops, together with engine-house and two locomotives up for repairs, were burnt, from causes unknown. Loss estimated from \$60,000 to \$75,000; insured for \$25,000.

The Directors have made arrangements for the erection of new shops, to be built of brick, to be completed at an early day, and have purchased

some 350 acres of land in Lyndon for about \$16,500, well adapted to the erection of buildings and yard room on a more extended scale than was originally required, leaving a surplus of land to be disposed of to employees or other parties.

The gross earnings of the road show a steady increase since the extension to Newport, and when northern connections, now contemplated, are made, the directors have reason to expect the road to compare favorably with any road in New England.

The Treasurer's trial balance will show that \$32,800 of the bonded debt has been cancelled during the past year, leaving now outstanding, \$605,700.

The iron to lay the track from Newport to the boundary line has been purchased, and will be laid down this season.

The equipment now consists of: 10 locomotives, 10 passenger, 6 baggage and mail, 114 box, 42 rack, 13 coal, 80 platform, 10 gravel, 26 hand, 10 wood and 1 drovers' cars, valued at \$204,965. Value of materials on hand, \$97,372 81. Miles run by locomotives, 172,500. Passengers carried, 107,774; do., carried one mile, 3,570,226. Troops transported, not included in above, 1,085. Tons of freight carried, 64,983; do., carried one mile, 3,543,262.

TRIAL BALANCE, JULY 18, 1866.	
Construction	\$2,890,663 17
General expense	450 00
Supt., for wood, materials, &c., on hand, including sundry unsettled accounts	118,756 39
Additional equipment	52,615 00
Wood lots	4,791 14
Agent for collections	5 42
Excise tax	105 03
Team account	893 00
Cash	13,181 04
	\$3,081,460 19
Preferred stock	\$1,673,300 00
Old stock	163,300 00
Special stock	900 00
Bonded debt	605,700 00
Extension	410,064 00
Notes payable	130,700 00
Trustees of sinking fund	47,200 00
Coupons uncalled for	2,151 00
Agent for construction	3,151 85
Earnings	2,110 20
Reserve	8,000 00
United States	3,623 35
Contingent	24,852 56
Partial payments on account subscriptions	6,407 23
	\$3,081,460 19

President.—HENRY KEYES.

Superintendent.—A. H. PERRY.

Treasurer.—N. P. LOVERING.

At Richmond, Va., on the 5th ult., Judge Chambers granted an injunction in the case of B. F. Ficklin, Superintendent of the National Express Company vs. the Virginia Central, Orange and Alexandria, Virginia and Tennessee, Petersburg and Weldon Railroads, restraining them from carrying out special transportation contracts with the Adams and Southern Express Companies. The motion of the defendants for an order suspending the operation of the injunction was overruled. This decision is considered very important, as deciding the rights of railroads and express companies, and has greatly elated all parties interested in the National Express.

Illinois Central Railroad.

The statement of this Company for the month ending July 31, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands		
Sold	5,508.63 for	\$61,831 00
Acres Int. Fund Lands		
sold	240.00 for	3,929 20
Acres Free Lands sold ..	1,091.77 for	12,536 22
Total sales during month of July, 1866	6,840.40 for	\$78,296 42
To which add Town Lot Sales		4,014 25
Total of all		\$82,310 67

Cash collected in July

TRAFFIC DEPARTMENT.

Receipts from Passengers	\$133,014 96
do. Freight	273,742 00
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	50,000 00
Total Receipts in July, 1866	\$467,115 29
Total Receipts in July, 1865	\$527,908 00

Interest and Dividends.

The New York Central Railroad Company have declared a semi-annual dividend of three per cent., payable, free of U. S. Income Tax, on the 20th inst.

The Northern Central Railroad Company have declared a quarterly dividend of 2 per cent., clear of National and State taxes, payable on the 29th inst.

The Hazleton Railroad Company have declared a dividend of 4 per cent., payable on the 13th inst.

The Lykens Valley Railroad Company have declared a dividend of 4½ per cent., free of tax, payable on demand.

All the coupons of the Covington and Lexington Railroad Company guaranteed by the City of Covington, now due, will be paid on presentation at the office of the Treasurer of the City of Covington, with interest on same to the 1st day of July, 1866, and the coupons on same bonds maturing September 1, 1866, will be paid when due at the Bank of America, New York.

Alexandria and Fredericksburg Railroad.

We learn from the Alexandria Gazette that contracts have been awarded to Messrs. Studds & Pullman, Studds & Auld and Mason & Johnson, for the grading, bridging and masonry, and superstructure of the bridges, on seven sections of the Alexandria and Fredericksburg railroad, including the Mount Vernon Branch. The work will be commenced at once, and pushed forward vigorously. The contracts awarded amounted to upwards of \$100,000. The remainder of the line, from the Occoquan to Brooke's Station, on the Fredericksburg and Aquia Creek railroad, will be ready for letting out the 20th instant, when, it is expected the whole road will be put under contract.

There are fifty men at work on the tunnel of the Albany and Susquehanna railroad, in Colesville, and fair progress is being made. Up to last week 350 feet full size had been excavated on the west end, and 250 feet more of "heading," and on the east end 600 feet full size, with wooden arch, and 300 feet of heading. As the entire length of the tunnel is but about 2,200 feet, the two headings have now approached within 700 feet of each other.

Spruce and Pine Streets Railroad.

The par value of the stock of this company has recently been changed from \$25 to \$50 per share. In January last a dividend of \$1.50 per share was paid, and in July \$2.50 per share. In other words, the company have paid this year dividends amounting to 16 per cent. upon their paid-up capital (\$25). The July dividend alone amounted to 10 per cent. of the paid up capital, or 5 per cent. on the par value. The stock is now quoted at 88½. We learn from a reliable source that the company have now on hand money enough invested in U. S. 7-30s to pay their bonds, but cannot obtain possession of them.

Canal Tolls.

The gross tolls received on all the New York State Canals in May and June, 1866, were \$1,029,978
Received in May and June, 1865..... 802,064

Gain in 1866 over 1865..... \$227,914
Appropriated for ordinary repairs and maintenance for the year ending September 30th, 1866 \$1,941,565
Do. for the year ending September 30th, 1866 1,453,000

Less in 1866 than in 1865..... \$488,565
This looks encouraging and as though the surplus revenues might be somewhat larger in 1866 than in 1865.

The acknowledged debt of the State of Virginia is made up of six per cent. bonds, with coupons attached of July 1, 1861, and after; of six per cent. bonds, from which these coupons have been cut for funding, under the recent arrangement; and of new bonds dated on or since January 1, 1866. Of the latter some are coupon and some are registered, the former selling in preference. There is but little difference in price between the old bonds with the coupons cut off and the new bonds, the sales being at a price between forty and fifty. The bonds which are selling at a higher rate are the old issues, with the coupons still attached.

The San Antonio (Texas) *Herald* learns that an agent of the Buffalo Bayou, Brazos and Colorado Railroad Company has been sent to Europe to purchase an iron railroad bridge of the most approved construction, to be placed across the Brazos River at Richmond. There is also a bridge to be built over Colorado at Columbus, and cars are to be run to the latter place in time for the fall trade.

A. L. HOVEY & CO.
Cor. 2d & South 11th Streets,
WILLIAMSBURG, L. I.



Sole Manufacturers of
Ely's Railroad Box and Lining Metals
for all machinery where anti-friction metal is required.

Cheaper and warranted superior to the best brass boxes. Price 35 cts per lb.
A. L. HOVEY,
J. R. BAKER,
T. R. ELY,
Superintendent.
JOSEPH H. CROWELL, Agent for Railroads, New Jersey Central Railroad Depot, New York.

CIVIL AND MINING ENGINEERING,
AT THE RENSSELAER POLYTECHNIC INSTITUTE, Troy, N. Y.
The next Annual Session begins SEPT. 12th. For the new ANNUAL REGISTER, containing full information, apply to
8131 Prof. CHARLES DROWNE, Director, Troy, N. Y.

Proposals for a Tunnel
UNDER CHICAGO RIVER.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, August 1st, 1866.

SEALED Proposals will be received by the Board of Public Works, at their Office, until 11 a. m. Saturday, August 18th, for the construction of a Tunnel under the South Branch of Chicago River, at Washington-st., according to plans and specifications which will be on file at said office and ready for examination on and after August 8th.

The Tunnel under the river is to consist of three passage ways, the outside ones to be each 11 feet wide and 15 feet high, and the middle one 10 feet wide and 15 feet high. The middle passage-way to terminate near the river on each side in stairways to the street. Between the stairways and the ends of the covered portion of the Tunnel, the three passage-ways are to be reduced to one, varying from 24 to 20 feet in width, and from 20½ feet to 17½ feet in height. The whole length of the covered portion of the Tunnel will be about 1,000 feet.

Proposals must be addressed to the Board of Public Works, endorsed "Proposals for Washington-st. Tunnel," and be accompanied with the usual \$200 bond, with sureties, to be approved by the Board.

The Board reserve the right to reject any bid not in accordance with the conditions of this advertisement, or to reject all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
Board of Public Works.

2t32

STREET RAILWAY CARS.

20 NEW CARS, BUILT FOR A FOREIGN MARKET, OF

BEST MATERIAL AND WORKMANSHIP, BY
JOHN STEPHENSON.

FOR SALE AT A LARGE DISCOUNT

WM. P. KITTREDGE & CO.,

164 Water Street, New York.

MR. JOHN H. JACQUELIN withdraws this day from our firm, A. G. HEMINWAY & CO.

Mr. A. G. HEMINWAY will continue in the same business as heretofore at No. 10 Wall Street, New York, August 1, 1866.

We have this day formed a co-partnership for the transaction of a general STOCK, BOND and COMMISSION BUSINESS, under the name of

JACQUELIN & DE COPPET,

JOHN H. JACQUELIN,
Late of the firm of A. G. Heminway & Co.
HENRY DE COPPET,
Formerly with Western & Billier.

New York, August 1, 1866. Office No. 26 New-st. 4t31

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, July 27, 1866.

TWENTY-SIXTH SEMI-ANNUAL DIVIDEND.
The Directors of this Company have declared a Semi-Annual Dividend of Three Per Cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The Transfer Books will be closed at the close of business on Tuesday, the thirty-first day of July instant, and be reopened on the morning of Thursday, the twenty-third day of August next.

8t31 E. D. WORCESTER, Treasurer.

SEVEN PER CENT.
First Mortgage Bonds
OF THE

North Missouri Railroad Company.

We offer for sale the Seven Per Cent. First Mortgage Bonds of the North Missouri Railroad Company, having thirty years to run. Coupons payable in New York on January 1 and July 1, in each year.

Before accepting the agency for sale of these bonds, we made careful inquiry into the condition and prospects of the road, which was examined by Mr. Wm. Milnor Roberts and others, on our behalf, and their highly satisfactory report enables us to recommend the bonds as first-class securities, and a safe and judicious investment.

The proceeds of these bonds (\$6,000,000 in all) will be used in extending a road already completed one hundred and seventy miles into North Missouri, to the Iowa State line, where it is to connect with the railroads of Iowa; and also westward to the junction with the Pacific Railroad (at Leavenworth) and other railroads leading up the Missouri river, so that this mortgage of \$6,000,000 will cover a complete and well stocked road of three hundred and eighty-nine miles in length, costing at least \$16,000,000, with a net annual revenue after the first year of over \$1,500,000, or a sum nearly four times beyond the amount needed to pay the interest on these bonds, the income of the road of course increasing every year.

The railroad connects the great City of St. Louis with its 200,000 inhabitants, not only with the richest portions of Missouri, but with the States of Kansas and Iowa and the Great Pacific Railroads.

To the first applicants we are prepared to sell \$500,000 at the low rate of 80 cents, desiring to obtain a better price for the remainder. This will yield about 9 per cent. income, and adds 20 per cent. to principal at maturity.

Any further inquiries will be answered at our office.

4t30

JAY COOKE & CO.**THE STEAM SYPHON PUMP**

COMBINES the properties of a Lift and Force Pump, without valves or machinery of any kind.

It will not get out of order and cannot freeze up. A Locomotive can raise water to fill its tender in a few minutes, thus dispensing with tanks, pumping machinery and attendance. It can be used as a Fire Engine where steam power is employed, as at Machine Shops, Car Shops, &c. Address STEAM SYPHON COMPANY,
6m30 48 Dey St., New York.

THE RHODE ISLAND
LOCOMOTIVE WORKS,

PROVIDENCE, R. I.

(FORMERLY THE BURNSIDE RIFLE CO.)

THIS EXTENSIVE ESTABLISHMENT, SITUATED in PROVIDENCE, R. I., on the line of the New York, Providence and Boston Railroad, is prepared to fill orders for

LOCOMOTIVE ENGINES

Interchangeable in all their Parts,

Combining all the Latest Improvements, and made of the Best Materials and Superior Workmanship.

Orders addressed to

A. E. BURNSIDE, President,

will meet with prompt attention.

THE

Sterling Iron and Railway Co.,

Office No. 42 Pine St., New York.

Offer for sale at lowest market rates, in quantities to suit purchasers,

THEIR SUPERIOR

MAGNETIC IRON ORE,

for Blast and Pudding Furnaces; also

"STERLING"

CHARCOAL PIG IRON

AND

ANTHRACITE PIG IRON.

J. DUTTON STEELE, President.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CAN-
VASS, used by many roads as a substitute for Car
Duck.
WILLIAMS & PAGE, Boston.
July 19th, 1866.

THE CALVERT IRON AND NAIL WORKS CO.

OF BALTIMORE.

MANUFACTURERS OF
ROLLED CONTINUOUS-LIP RAIL ROAD CHAIRS,
FORGED SQUARE-LIP SLEEVE & FLANGE CHAIRS,

AND ALL KINDS OF JOINT FASTENINGS AND BOLTS,
RAIL ROAD, SHIP AND BOAT SPIKES,
BOILER RIVETS, BRIDGE BOLTS, TRACK-LAYING TOOLS, &c.

These Works have been recently enlarged, and, with new and improved machinery, are prepared to execute orders with despatch.

MARSHALL P. SMITH, Gen'l Sup't.

LOCOMOTIVES FOR SALE.

The undersigned offer the following LOCOMOTIVE ENGINES to Railroad Companies. They will be sold at reasonable prices, on liberal credit for approved security. The Engines are entirely new; have never been used; they are built after good designs, of the best material and workmanship; to suit a 4 ft. 8½ in. gauge, but can be changed for a wider track.

TWELVE 8-WHEEL ENGINES AND TENDERS.

FIVE LOCOMOTIVE ENGINES—Cylinders 16 by 24; 4 Drivers, 5 ft. diameter, with steel tires. Boilers are made of best Lowmoor iron; brass flues. Tender tank capacity, 1,700 gallons.

ONE LOCOMOTIVE ENGINE—Cylinders 16 by 22; 4 Drivers, 5 ft. diameter, with Bowling tires. Boilers are made of the best Pennsylvania charcoal iron; iron flues. Tender tank capacity, 1,800 gallons.

THREE LOCOMOTIVES, in every respect the same, with the exception of copper flues.

TWO LOCOMOTIVES—Cylinders 16½ by 24; 4 drivers, 5 ft. 6 in. diameter, with Bowling Tires. Boilers made of the best Pennsylvania charcoal iron, with copper furnace; iron flues. Tender tank capacity, about 2,000 gallons.

ONE LOCOMOTIVE ENGINE—Cylinders 13 by 24, wheel 4 ft. 6 in.

TWO 10-WHEEL ENGINES AND TENDERS.

ANTHRACITE COAL BURNERS—Wrought iron grate bars, furnace, 8 feet long by 3 ft. 2 in. wide inside; boilers built of the best material double riveted; iron flues; cylinders 18 by 22; wheels 4 ft. 6 in. in diameter; Bowling tires. Tender tank capacity, 2,000 gallons.

For further particulars apply to

VOSSNACK & MEISSNER,
Mechanical Engineers,
5 Tryon Row, New York.

Raritan and Delaware Bay Railroad.

CHANGE OF TIME.

ON AND AFTER MONDAY AUGUST 6TH, 1866, the trains and boats of this Company will leave as follows:

Steamer JESSE HOYT will leave Pier No. 32, N. R., foot of Duane Street, at 10.45 A. M., connecting with Express Train for Red Bank, Long Branch, Farmingdale, Point Pleasant, Bricksburg, Manchester, Toms River, Woodmansie, Barnegat, Shamong, Tuckerton, Atsion, Jackson, Philadelphia, and all stations on the Camden and Atlantic Railroad.

At 4 P. M., from Pier 32 N. R., and 4.15 P. M., from Pier 3 N. R., connecting with trains for the above points and Philadelphia, and Express train for Long Branch. Fare to Long Branch on this train only 25 cents. Fare to Philadelphia on all trains \$2.00.

The Freight Boat leaves at 5.30 P. M., for all points on the line and Philadelphia.

RETURNING TRAINS LEAVE PHILADELPHIA.

Express at 9.00 A. M., from foot Vine St., fare to New York, \$2.00.

Way Mail and Express at 2.40 A. M., from Camden arriving at New York at 9.30 A. M., and stopping at Pier No. 3 N. R.

Freight at 5.15 P. M., arriving in New York at 4 A. M., next morning.

All Baggage must be delivered in New York at Pier No. 32 as none will be received at Pier 3.

W. N. CLAYTON, Supt.

RAILROAD MAP.

NEW EDITION, JUST ISSUED,
FOR SALE AT THIS OFFICE.

PRICE, 1 Pocket form (free by mail).....\$1 50
2 Mounted.....3 50

SCHOOL OF MINES, COLUMBIA COLLEGE,

East 49th St., New York.

FACULTY.

F. A. P. BARNARD, S. T. D., LL. D., President.
T. EGLESTON, JR., E. M., Mineralogy and Metallurgy.

FRANCIS L. VINTON, E. M. Mining Engineering.
C. F. CHANDLER, Ph. D., Analytical and Applied Chemistry.

JOHN TORREY, M. D., LL. D. Botany.
CHARLES A. JOY, Ph. D., General Chemistry.
WILLIAM G. PECK, LL. D., Mining Surveying and Mechanics.

JOHN H. VAN AMRING, A. M., Mathematics.
OGDEN N. ROOD, A. M., Physics.

J. S. NEWBERRY, Geology and Palaeontology
The plan of this school embraces a three-years' course for the degree of ENGINEER OF MINES, or BACHELOR OF PHILOSOPHY.

For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins Oct. 1, 1866. The examination for admission will be held on Sept. 28, 29. For further information and for catalogues apply to.

DR. C. F. CHANDLER,

Dean of the Faculty.

To Railroad Agents and Contractors.

The undersigned are prepared to furnish

SPRUCE,
HEMLOCK,
CEDAR AND
HACKMATAWK SLEEPERS.

Also Georgia Pine, White Pine, Oak and Spruce Timber, and Lumber of every description.

BRADFORD & RENICK,
3m23 **71 Broadway, N. Y.**

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Borden Mining Company's

CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

LIMBERT & LELAND BROTHERS.

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Dealers in Government and

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AND SPECIE,

BROKERS IN FOREIGN EXCHANGE.

COMMERCIAL PAPER NEGOTIATED.

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UNITED STATES STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia.
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Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

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AVOIR, STUDWELL,

EUGENE FINCK,
Member of N. Y. Stock Exch.

STUDWELL & FINCK,

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Office No. 5 Wall Street,
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Government Securities, Stocks, Bonds and Gold bought and sold on Commission.
Four per cent. interest allowed on Deposits subject to Draft.
Collections made on all parts of the United States and Canada.

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, Albany, July 2, 1866.

THIS Company will issue registered bonds, of the denomination of \$5,000, without Coupons, both interest and principal being payable to order, upon the surrender, for cancellation, of equivalent amounts in any of its similar Coupon Bonds. The conditions upon which such Registered Bonds will be issued will be made known on application at this office.

4129 E. D. WORCESTER, Treasurer.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, July 17, 1866.

At a Meeting of the Board of Directors of this Company, held this day, it was

Resolved, That a Dividend of Five Per Cent. in cash, free of Government tax, be paid on the first day of August next, to the holders of the full-paid shares registered on the 20th day of July, instant; and that the transfer books be closed on the said 20th day of July and opened on the 3d day of August.

2129 THOMAS E. WALKER, Treasurer.

Drawing and Surveying INSTRUMENTS.

Mathematical and Surveying Instruments, of the finest Swiss, French and American Manufacture, and all supplies for Civil Engineers, Draughtsmen, Surveyors and Architects.

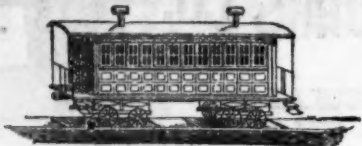
Priced and Illustrated Catalogue sent Post Paid to any address in United States, Canada and West Indies.

T. H. McALLISTER,

(Of the late firm of McAllister & Bro., Phila.)

49 Nassau Street, New York.

HARLAN & HOLLINGSWORTH & CO., WILMINGTON, DELAWARE.



MANUFACTURERS OF ALL KINDS OF RAILROAD MACHINERY.

PASSENGER CARS of the finest finish, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the full equipment of a road.

From our long experience in Car building, and our facilities for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and Machine Work in general. All orders executed with dispatch and on reasonable terms.

To Railroad Companies.

FIDELITY INSURANCE COMPANY,
170 Broadway, New York.

THIS COMPANY WILL GUARANTEE THE HONESTY OF TICKET AGENTS AND OTHER EMPLOYEES OF RAILROAD COMPANIES.

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Shepherd Knapp,	Wm. A. Wheelock,	Clinton Gilbert,
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SHEPHERD KNAPP, President.
E. C. DELAVAN, Treasurer.
GEO. W. PRATT, General Agent.

6m30

E. J. M. DERRICK,
ARCHITECT AND CIVIL ENGINEER,

Late with the Erie Railway.

No. 119 Broadway, NEW YORK.

REFERENCE:

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CHAS. MINOT, Esq., Consulting Engineer Erie Railway.
JOHN HOUTON, Esq., Chief Engineer Erie Railway.
M. LANE, Esq., Chief Engineer Nassau Water Works, Brooklyn.
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E. H. MILLER, Esq., New York.

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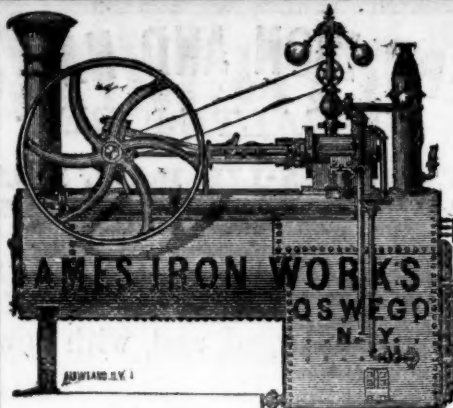
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STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
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MANUFACTURERS' DEPOT FOR
Rolled and Sheet Brass and Copper, Tubing
AND WIRE.
IRON, TINNED, COPPER AND BRASS RIVETS,
TACKS AND NAILS.

Also Dealers in Copper, Spelter, Tin, Lead, Babbitt Metal and Solder.

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We have now Manufactured Portable and Stationary Steam Engines, from four to forty Horse Power, adapted to all purposes where Steam Power is required. Also Steam Pumps and Fire Engine, for use on board Vessels, in Factories, Mills and Public Buildings as Boiler Feeder, Bilge Pump or Fire Pump. It can be used to drive a Blower or other Light Machinery; and mounted on Small Portable Boilers, it forms a most suitable Pumping Engine for Wood and Water Stations on Railroads, Paye's Patent Trip Hammers, especially adapted to Railroad Shops. Send for Circular to

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PASSENGER, BAGGAGE, MERCHANDISE, FLAT
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We also manufacture MARINE, STATIONARY and PORTABLE STEAM ENGINES and GENERAL MACHINERY, HEAVY FORGINGS, WROUGHT IRON RAILROAD BRIDGES, STEAM BOILERS, SUGAR CANE MILLS, SUGAR PANS, CLARIFIERS, and REFINING MACHINERY, CIRCULAR SAW MILLS IRON and BRASS CASTINGS, &c., &c.

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SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1865, trains
will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY
ANY OTHER LINE.

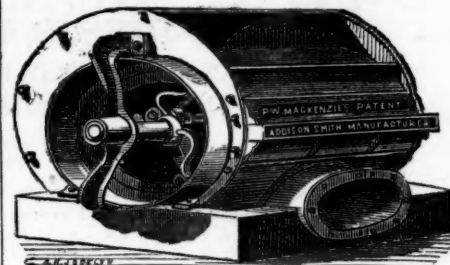
Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shafter, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H. P. BALDWIN, General Ticket-Agent.

New York, September 16, 1865.

SMITH & SAYRE, PROPRIETORS AND MANUFACTURERS OF THE MACKENZIE PATENT BLOWER & CUPOLA, PATENT GAS EXHAUSTOR AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison. We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

SMITH & SAYRE,
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Pacific Mail Steamship Company's
THROUGH LINE TO
CALIFORNIA,
And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

August 1, NORTHERN LIGHT, Captain Grey, connecting with GOLDEN AGE, Captain Lapidge.

August 11, ARIZONA, Captain Maury, connecting with CONSTITUTION, Captain Farnsworth.

August 21, HENRY CHAUNCEY, Captain Gray, connecting with GOLDEN CITY, Captain Watkins.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

3m22

S. K. HOLMAN, Agent.

**MERCANTILE MUTUAL
INSURANCE COMPANY.**
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866.....\$1,366,699

ORGANIZED APRIL, 1844.

Losses paid to Consumers in Cash, over Eighteen Million Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.

Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Rathbone Bros. & Co., in Liverpool.

ELLWOOD WALTER, President.
CHAS. NEWCOMB, Vice-President.
C. J. DESPARF, Secretary.